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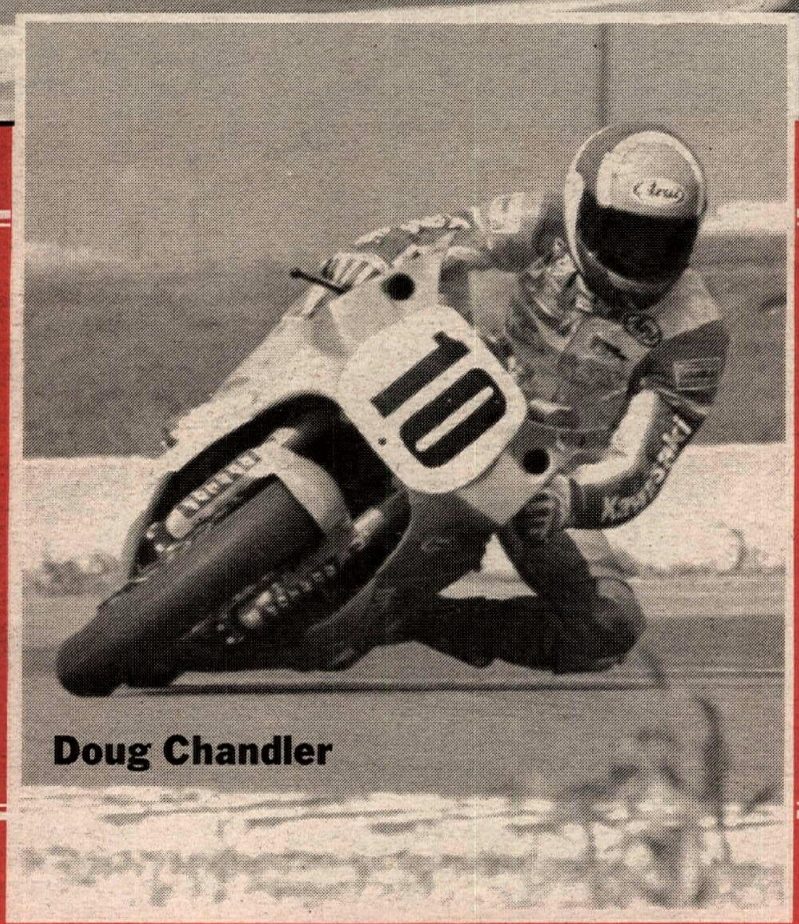
Jamie James



Doug Chandler

Chandler wins Heartland Park Topeka Superbike race, title to Jamie James

Camel Pro Series

Parker - again - at Springfield Mile

TIME DATED MATERIAL MAILED SEPTEMBER 6, 1989

America's weekly motorcycle newspaper

In the WIND

BY PAPA WEALEY

Kurt Hough (Kaw) was the overall winner in round nine of the AMA National Championship Enduro Series in New Waverly, Texas, September 3. Second place went to Dave Bertram (Suz), while third place was taken by defending National Champion Randy Hawkins (Suz). Joey Hopkins (Kaw) finished fourth.

Team Suzuki (Suz) turned in 257 laps at the Memphis Motorsports Park in Tennessee on September 3 to win the WERA Six-Hour Endurance Road Race. Team Suzuki topped the Human Race Team (Yam) by three laps with Royale Racing (Yam) finishing third overall and first in Middleweight Superbike. E&H Racing (Suz) won the Heavyweight Production class.

Kurt Hall (Yam) won the WERA/Toyota/Dunlop Formula USA round held in conjunction with the WERA six-hour at Memphis Motorsports Park in Tennessee, September 3. Hall beat Paul Bray (Suz) and Mike Smith (Suz) in taking the win.

Camel Supercross Champion and 250cc MX National Champion Jeff Stanton (Hon) was the winner of the Dutch Supercross in Rotterdam, Holland, September 3. Second place went to Australia's Jeff Leisk (Hon), who was followed by Belgium's Werner De Wit (Kaw) and Holland's John Van den Berk (Yam) and Gert Jan Van Doorn (Suz). Other Americans Mike Jones (Yam) and Broc Glover (KTM) finished 10th and 11th.

Damon Bradshaw (Yam) and Mike LaRocco (Yam) finished first and second, respectively, at the Fast Cross near Milan, Italy, September 3. Rounding out the top five were Guy Cooper (Hon), Finland's Pekka Vehkonen (Yam) and Larry Ward (Hon).

Pekka Vehkonen (Yam) edged American Larry Ward (Hon) to win the Swedish Supercross in Goteborg, Sweden, September 1. Third through fifth went to Americans Guy Cooper (Hon), Mike Jones (Yam) and Broc Glover (KTM).

Dutchman Racing II's Dale Quarterley and Tom Kipp (Suz) won the AMA/CCS EBC Brakes Endurance Road Race Series round at Heartland Park Topeka in Topeka, Kansas, September 2. Rough Stock Racing's John Ashmead and Doug Brauneck (Hon) finished second on the same lap as the leaders with Dutchman Racing's Kevin Rentzell, Mike Harth and Donald Jacks (Suz) finishing third one lap behind in the three-hour race. The GTU division was won by Robbie Petersen and Frank Klementich of Team OTS (Yam), who finished seventh overall.

In the opening round of the CMC Trans-Cal MX Series in Sacramento, California, September 3, Tallon Vohland (Kaw), Tyson Vohland (Kaw) and Steve Lamson (Yam) were the 125, 250 and 500cc Pro class winners, respectively, while Rex Staten (Hon) topped the Vet Pro division. Spud Walters (Kaw) aced the 80cc Expert class.

Juan Tintos, assistant director of Baja California, Mexico's Bureau of Tourism, says the problems between SCORE and the ejidos (ranchers) in Baja have been solved and the Baja 1000 will take place as scheduled on November 9. "The governor, the ejidos, and the Ensenada tourism group have gotten together and resolved the problem and the event will take place. Tomorrow (Thursday, August 31) we will begin laying out the course." The Baja 1000 will run between Ensenada and La Paz.

PHOTO BY BRIAN CATTERSON

Yoshimura recently debuted these auxiliary oil coolers on the Suzuki GSXR750 Superbikes of 1989 AMA Superbike Champion Jamie James and series runner-up Scott Russell. According to Yoshimura tuner Dan Nakajima, the coolers drop oil temperature by about 10 degrees Fahrenheit, resulting in a cooler-running motor.

Four-time National Enduro Champion Terry Cunningham (Kaw) had to be carried off the course on a stretcher after suffering from heat exhaustion at the Caney Creek National Enduro in New Waverly, Texas, September 3. In temperatures near 100°, Cunningham was reportedly found trying to cool off in a creek during the enduro. He was immediately taken to a local hospital and then was released later that evening in good condition.

WERA Formula USA road race competitor Chuck Graves was involved in a traffic accident on Thursday, August 31, just outside of Winslow, Arizona, while on his way to the Memphis, Tennessee, round of the series. Graves was asleep in the camper when the accident occurred and was thrown from the vehicle, but was fortunate to receive only minor injuries. However, Graves' truck and both his race bikes were destroyed.

Motorcycle Road Racer Illustrated, which has been published bi-monthly since April 1988 by Cycle News, Inc. will become an annual publication. The last bi-monthly issue, the November issue, is in the mail and on its way to subscribers and newsstands. Subscriptions will be fulfilled with the subscriber's choice of *Cycle News* or *Personal Watercraft Illustrated* and all current subscribers will also receive the first *Motorcycle Road Racer Illustrated Annual*. Sure to be a collector's item, *Motorcycle Road Racer Illustrated Annual* will contain a Grand Prix and National Championship Series wrap-up and will be available in January by mail order and at newsstands and motorcycle dealerships nationwide.

Ron Lechien has elected not to ride as a replacement for Rick Johnson in the 125cc class at the September 10 Motocross des Nations in Gaildorf, West Germany. Johnson's Honda teammate Mike Kiedrowski will now join Kawasaki's Jeff Ward, who will ride the 500cc class, and Honda's Jeff Stanton, who will be aboard a 250, on the American team.

Kiedrowski hails from Canyon Country, California, and is currently second in the AMA National Championship 125cc MX Series point standings, 11 points behind leader Damon Bradshaw. His most notable achievement to date is the win he scored in the $25,000 125cc Camel Shoot-Out which was conducted at the final Camel Supercross of the 1989 season, the June 10 Los Angeles Coliseum round. That victory earned the 20-year-old Team Honda rider $10,000.

Two other Americans will also be competing in the MX des Nations, although not for the U.S. Newly-crowned 125cc World Champion Trampas Parker, who races with an Italian license, will ride in the 500cc class for the Italian team, where he will be joined by Michele Fanton on a 250, and the man Parker battled with for his crown, Alessandro Puzar in the 125cc class. American Billy Liles will ride the 250cc class for the Luxembourg team since he holds a Luxembourg license. His teammates will be Jacky Martens (500) and Hans Mertens (125).

Other teams that will be trying to stop America's MX des Nations win streak at eight, will be the Belgian team of Georges Jobe (500cc), Eric Geboers (250cc) and Peter Dirckx (125cc); the Netherlands' Kees Van der Ven (500cc), Gert-Jan van Doorn (250cc) and John van den Berk (125cc); Finland's Kurt Ljungqvist (500cc), Pekka (250cc) and Ismo (125cc) Vehkonen; France's Jacky Vimond (500cc), Yannig Kervella (250cc) and Yves Demaria (125cc); Australia's Jeff Leisk (500cc), Craig Dack (250cc) and Glen Bell (125cc); Great Britain's 500cc World Champion David Thorpe (500cc), Jeremy Whatley (250cc) and James Dobb (125cc); and the home German team of Dietmar Lacher (500cc), Roland Diepold (250cc) and Harald Ott (125cc).

Yamaha factory rider Michael Craig, from El Cajon, California, suffered a "medial dislocation" of the C-7 vertebra when he crashed while competing at the Swedish Supercross, September 1. According to his father, Les, Craig is up and about and in "good shape," but he will have to wear a halo-type neck brace for approximately six weeks and should return to racing in three months.

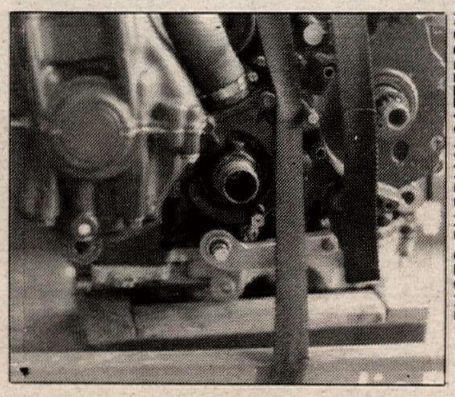


PHOTO BY BRIAN CATTERSON

Tuner Rob Muzzy fixed Doug Chandler's Kawasaki ZX7's perpetual oil leak by fitting an external shift shaft bearing in this aluminum support. According to Muzzy, the primary case previously flexed when the bike was shifted, causing an oil leak between the primary case and crankcase. The fix helped Chandler win the AMA National Superbike road races at Mid-Ohio and Heartland Park Topeka.

Our report on the August 27 French 125cc MX GP in which American Trampas Parker won the World Championship title was delayed en route from Europe and failed to arrive in time to make this week's newspaper. Check out next week's paper.

Big Y Racing Services of Santa Fe Springs, California, will be at all the CMC Trans-Cal MX Series rounds, which started with the kick-off event at Prairie City SRVA, September 2-3. A full range of Dunlop tires and tubes will be available as well as mounting service.

CMC has announced that American Suzuki has posted $490,200 in contingency prizes for 1990 CMC events that include the Golden State MX Nationals, the Spring MX Classic, Pac-West MX Nationals, California MX Series and Trans-Cal MX Nationals. The 1990 Golden State MX Nationals will offer $183,000 in Suzuki contingency prizes to Sportsmen/Amateur and Professional class riders.

Suzuki Country of Norco, California, has added the Kawasaki line and changed its name to Suzuki/Kawasaki Country.

OPENED: Redline Sports, a Honda dealership in Butte, Montana, by former dirt tracker Matt Krsul; 406/782-9129.

Team Green's Jeff Ward, Ron Lechien and Jeff Matiasevich will compete in the October 21-22 13th Annual Kawasaki Race of Champions MX at Englishtown, New Jersey's Raceway Park. Team Green technicians will also be on hand to help Kawasaki riders. Team Green support riders who plan to compete in the Race of Champions include New Jersey State Champion Mickey Kessler and New England's Keith Johnson. Replacing the Kawasaki MX Race of Champions Minibike Race will be a women's race. More than a dozen entries have been confirmed by Carla Nelson, the eastern representative of the Women's Motocross Association. Nelson says Californian Mercedes Gonzalez, the nation's top woman motocrosser, is a confirmed entrant.

Paul Thede, the owner and founder of the Pomona, California-based MX high-performance aftermarket company, Race Tech, broke five ribs and suffered a bruised kidney and liver in a Jet Skiing accident on the Colorado River near Blythe, California, September 2. Thede was riding with factory Yamaha motocrosser Doug Dubach when he fell off his Jet Ski and Dubach unavoidably ran him over. Thede is already back to work at his Race Tech shop.

The 2nd Annual Ted Boody Memorial Ride will be a dual sport event (no street bike ride) and will take place on Sunday, November 5, in Sylmar, California. The ride starts at Hansen Dam Park in Sylmar and will take participants on a 100-mile loop ride through the Tujunga Ranger District, Angeles National Forest. For more information on the

(Continued to page 4)

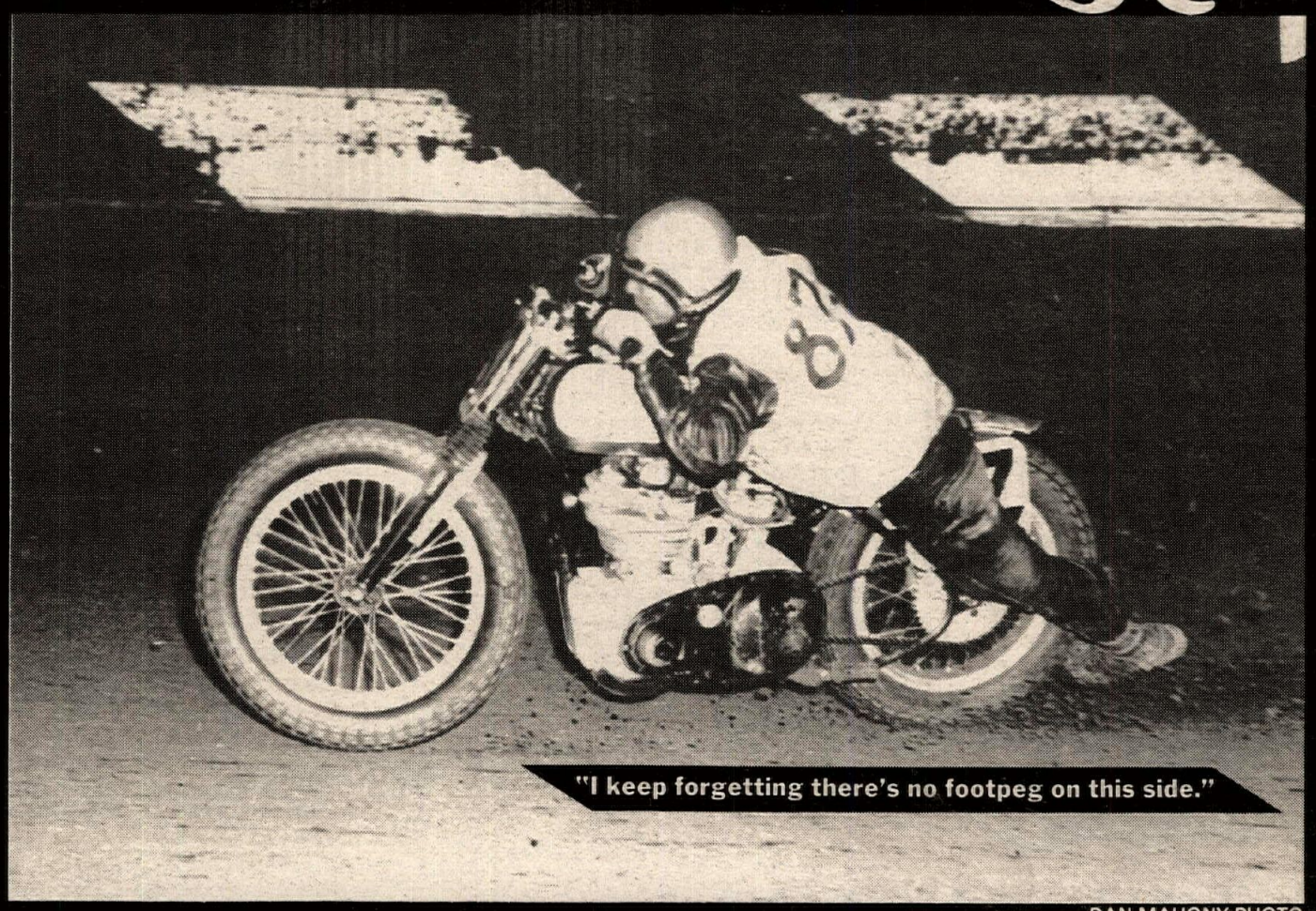
CYCLE dreams

That these Dreams of mine were already Two Years Old, and riding on into another New Season.

It was Labor Day, the approaching grand finale of Summer. I felt some subtle difference in the air. No, more in the Earth itself. Yeah. Even though the days were still hot, that deep inner warmth was leaving. It was the early beginning of that chill soon to pierce the dawn air, and that no leathers will keep out. The roadside trees will blaze with colors now, briefly, for a while yet, then lose their leaves to Fall's eager wind. Those favoite blistering and twisting pavements of ours will harden and be slick as glass once more. The wide open dirt will blanket over with frost. Face it! As much as we try and hang onto an Endless Summer! Those last year's insulated riding clothes are going to be coming down out of the closet. We'll put on our longies and thick gauntlet gloves. And, for many of us motorcyclists, the inevitable snows of Winter will force our bikes inside till Spring. But before we wheel them to the garage and cover them up, we'll ride again and again into this Summer's fading twilight. We'll grab at the good days and even challenge the bad. We'll seek the long Autumn backroads that take us away from The News World and give us a new one, all for ourselves. And when the big races are over and the championships won, we'll pretend we are The Winners. We'll take these visions South, into packed stadiums, out to fast ice. And we'll dream of our coming seasons on dirt and pavement — when it all will happen all over again. New chances for everyone! The kid from the clubs will rise up and star. The injured pro will heal and come back again, better than ever. The oldtimer will hang it up and take on something new. There will be another Spring's testing, another Summer's trying and changing and proving, winning and losing. New Riders will become names while Continuing Champs add to legends. And if we don't already know who we are and how we ride, we'll damn well find out. We'll experience and grow and endure. Motorcycles do this to a body and soul. It comes with the package! Gift-wrapped.

William Edgar

Over the edge



"I keep forgetting there's no footpeg on this side."

DAN MAHONY PHOTO

Copyright Page 3 Productions. From an idea by Carol Sims

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ON THE FRONT PAGE: (Top) Yoshimura Suzuki's Jamie James finished fourth at the final round of the AMA Superbike National Championship Series in Topeka, Kansas, but it was enough to wrap up the series championship. (Bottom) Kawasaki's Doug Chandler topped the Heartland Park Topeka Superbike National and became the first and only repeat winner of the season. See page 10. Photos by Paul Carruthers.

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America's motorcycle newspaper

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voices

Working together

Three cheers for Dave and Rita Manko and Don Wilson for bringing the Coeur d'Alene (Idaho) Half Mile back to the Northwest.

The August 20 race could have been a rain out if not for the efforts of all involved. After an hour downpour halfway through the main events, it looked pretty bleak, but the promoters and the Kootenai County Fair people went to work on the track and we were racing after about an hour and a half wait. People working together is what made this race possible. This was an example of what can be done when everyone works together.

Thanks again to Dave, Rita and Don and everyone who helped make the race possible. The track was superb!

SPEEDY KELL
Rainier, WA

To the rescue

Even before relocating to southern California three years ago, I can recall seeing letters in *Cycle News* from District 37 riders thanking their fellow competitors for their help in time of need. I never considered that one day I might be on the receiving end of that help.

On August 12, while competing in the Huntington Beach M.C. Euro Scrambles, I endoed, resulting in multiple breaks in the pelvic area, broken ribs and a damaged lung.

There were numerous people who stepped forward to take care of me, my bike, gear, truck, etc. Thanks especially to Dick Postma, Al Guzman, Jerry Grabow and Larry Narron and to anyone else who was involved for their efforts as well as their continued follow-up and support during my hospitalization and now that I'm home.

The Huntington Beach M.C. sweep riders, pick-up crew, Rescue 3 and ambulance crew did a great job getting me out of the desert and to the hospital. The care they provided, as well as that at Ridgecrest Hospital and later at St. Joseph Hospital in Orange, was excellent.

I feel fortunate to be associated with such a great group of people and a member of District 37. Thanks again for your help when I needed it.

JERRY HARPOLE
San Clemente, CA

Everlasting memory

On August 27 I took part in the 135-mile AMA National Championship Hare & Hound race in Wells, Nevada, that was put on by Ron Dillion. The event turned out to be the most beautiful race I have ever competed in. The time that Ron put into the course really showed as we climbed up Spruce Mountain for 11,000 feet and then dropped 3500 feet down an awesome mountain trail through trees, logs, rocks, etc.

Thanks again, Ron, for an outstanding race and a memory that will last me forever.

ANNA CODY MERRITT
Los Olivos, CA

Outstanding

I would like to thank those involved in running the Washougal (Washington) National Championship 125/500cc MX. My wife and I enjoyed the two-day event immensely.

I would also like to thank Team Suzuki's Jimmy Gaddis and his mechanic (Jeff Clark) for taking a moment to sign an autograph and giving me a new pair of Scott goggles. Their concern for their fans and pride in the products they represent is truly outstanding.

Thank you.

KEVIN NEWINS
Grants Pass, OR

Buell response

Built for Speed? What else do you call motorcycles that have won races this year ranging from the Spring Modified Twins Championship race at Tsukuba in Japan to the French round of the European Twins Championship at Calais, France. What have you done for American motorcycling this year? Bought a Diamond chain? A Bell helmet? A Dunlop tire? Whoopee!

Paint shaker? Oh yeah, with a patented rubber isolation system that reduces to almost zero the primary and secondary shaking forces on a motor that already has no rocking couple.

As far as your opinion on the looks of our motorcycles is concerned, it's obvious that your lack of taste matches your lack of knowledge.

Have a nice ride.

ERIK BUELL
President Buell Motor Company, Inc.,
Mukwonago, WI

This is Mr. Buell's response to John Gonzales' Buell Bashing letter regarding the Harley-Davidson-powered Buell RR1200 steet bike that we recently tested . . . Editor.

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In the WIND
BY PAPA WEALEY

(Continued from page 2)

Boody Memorial Ride and other dual sport rides, call the District 37 hotline, 818/249-2141.

MOVED: C.L.A.S.S. (California Laser Alignment & Straightening Systems) to 934 S. Andreasen, Unit B, Escondido, CA 92025, 619/489-1380, Fax: 619/489-1531.

The 35th running of the Camel Pro Series San Jose Mile on Sunday, September 17, will see a special tribute made to the late Hap Jones. In addition, an invitational Junior race, sponsored by Dinosaur Racing, will be run. Interested Junior class riders should contact Bill Spencer at 408/436-8228 for more information.

Veteran dirt tracker Alex Jorgenson will race a Staab Racing Honda in the September 17 San Jose Mile and not a Harley as reported in this section last week.

Al Baker Jr., the founder of Al Baker's XRs Only, is still in critical but stable condition at the Flagstaff Medical Center in Arizona. Baker was injured when the single-engine airplane he was piloting crashed just west of Williams, Arizona, on August 25. XRs Only's Dave Dahmer says that the business is still open and proceeding as usual. Al Baker, Sr. is overseeing the business. XRs Only has moved back to its original site in southern California. The address is 6944 E. Santa Fe, Hesperia, CA 92345, 619/244-2626 (outside California, 800/421-1478).

The whole picture of Who Rides What for Whom in the 1990 road race GPs remains foggy. Wayne Gardner remains the key figure, and was not giving anything away at the most recent GP in Czechoslovakia. His choice is to stay with Honda, probably with Rothmans, or to take up a rumored big-money offer from Giacomo Agostini to switch to the Marlboro Yamaha team. A third rumor names Swan (an Australian beer company) as a possible backer of an all-Australian team with Michael Doohan as Gardner's teammate.

Cabin, the Japanese cigarette company, remains on the fringe of the Honda equation. They hope to secure the services of Eddie Lawson, but if that bid is unsuccesful they may field a new team with another rider on a works Honda, and former World Champion Takazumi Katayama as team manager. Randy Mamola is another key name who could fill the Cabin slot or slip into Rothmans should a saddle fall vacant. Or indeed stay with Cagiva, though his status suffered badly when he looped the bike on the warm-up lap at Assen in Holland.

Giacomo Agostini's plight grows worse. His credibility as team manager is at an all-time low after the Freddie Spencer fiasco, and morale on the team ditto, and he has now been deserted by his star 250 rider Luca Cadalora. Fed up after yet another disappointing year on Yamahas, the stylish former 125cc World Champion plans to ride Hondas alongside Jacques Cornu on the Swiss Lucky Strike-sponsored 250cc team run by IRRTA president Michel Metraux. "We expect to complete the deal next week," said Metraux at Brno, site of the Czechoslovakian GP.

With the prospect of Marlboro's vast reserves of money going elsewhere, Agostini seems to have few friends in the paddock, while his detractors say he is reaping the fruit of years of arrogance. The team's three World Championships with Eddie Lawson (and crew chief Kel Carruthers' previous three with Kenny Roberts,

(Continued to page 50)

Trampas who?

First American ever, 125cc WORLD MOTOCROSS CHAMPION, Trampas Parker, THAT'S WHO!

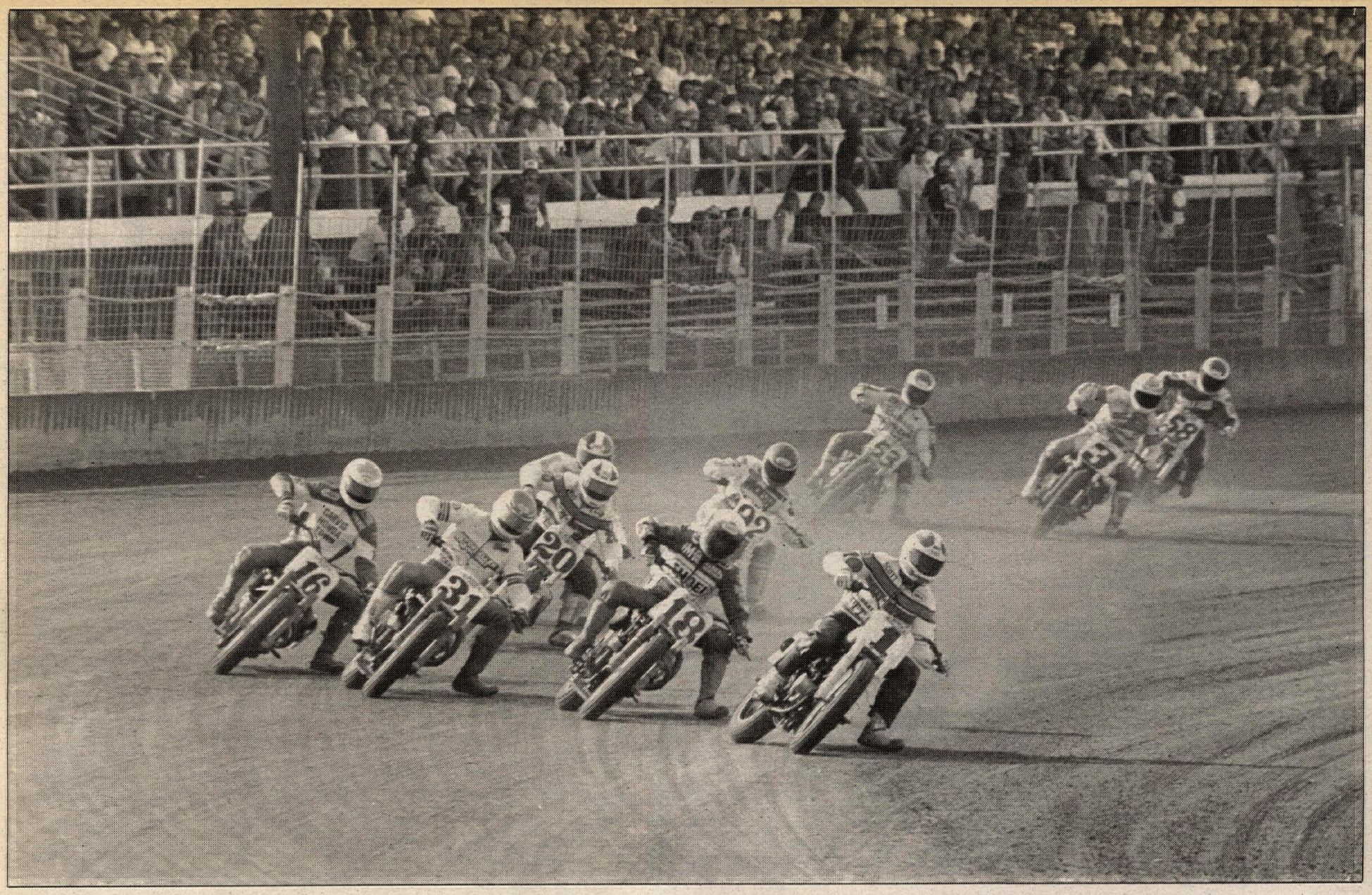
Congratulations on a job well done from all at KTM.

See all the new 1990 KTMs at you dealer soon.

WORLD 125cc CHAMPION

KTM

TRAMPAS PARKER



Scott Parker (1) leads Terry Poovey (18), Dan Ingram (31), Ronnie Jones (16) and the rest of the field around the mile oval at Springfield.

AMA Grand National Championship/Camel Pro Series: Round 13

No stopping Parker at Springfield Mile

By Jack Mangus
Photos by Bert Shepard

SPRINGFIELD, IL, SEPT. 4

Grand National Champion Scott Parker scored his eighth National win of the year and kept his record perfect on mile ovals this season when he came home the winner of Sunday's Springfield Mile.

The win was Parker's seventh straight in mile races this year, the 17th of his brilliant career, and his 28th Grand National Championship win. The 27-year-old Harley-Davidson factory rider is now second only to Bubba Shobert in career mile victories (Shobert has 25). In addition, his eighth National win of the year leaves him just one shy of the record nine scored by Shobert in 1989 and moved him into a tie with Bart Markel for fourth place on the all-time win list. With three of the remaining four Camel Pro Series rounds remaining to be run on mile ovals, Shobert's record appears to be in jeopardy.

While the win moved Parker into challenging positions in the record book, it most importantly enabled him to pad his point standings lead. His nearest challenger, teammate Chris Carr, finished fourth, and Parker now has a 32 point lead over Carr, 210 to 178.

Second place in the 25-lap National went to veteran Terry Poovey while third place was claimed by Dan Ingram. Both Poovey and Ingram rode Hondas in the Illinois Motorcycle Dealers Association-promoted event.

Parker enjoyed his second straight weekend of sweeping both the National and the Camel Challenge, winning the latter handily. His $10,000 winner's share from the $17,500 five-lap "dash for cash" coupled with his $5750 winner's share of the $40,000 National purse and contingency prizes gave him his second straight $16,000-plus payday.

The day ended on a sad note for fans of Tammy Kirk. The fast lady racer from Dalton, Georgia, qualified for the National by finishing third in her heat race. But following the heat race, Canadian Steve Aseltine, who finished fourth, protested Kirk's bike, both for displacement and for the possible use of illegal fuel. Kirk dropped out of the National final with a blown engine, but her crew chief, father Tommy Kirk, loaded up her bike and refused to submit it for a displacement check.

"I'm...it's legal," said Kirk, who had planned to retire from motorcycle racing after next Sunday's Syracuse Mile.

Tommy Kirk told referee Duke Olliges, angrily at first and then in calmer words, "I'm not tearing it down. I'm sick of all this type of thing. We're going car racing."

Tammy Kirk was seen crying by her truck after most of her former fellow racers had departed, perhaps from a combination of sadness over departing a sport she's been a part of for many years and also from knowing that many will now question if her many outstanding performances were accomplished with illegal equipment.

One former Grand National Champion said, "Don't use my name, but I'll tell you this: I've followed her on more than one occasion that had me questioning what she was running."

According to Olliges, Kirk's refusal to submit the bike for inspection was cause for her disqualification, and a fine and suspension would no doubt be forthcoming. The disqualification from the National cost her the $765 she would have been paid for 17th place, but the expected fine and suspension are perhaps meaningless seeing as how she will now switch over to car racing.

Time Trials

Terry Poovey, aboard the Marioneaux Racing/Shoei/Hap Jones/Tsubaki/Sisemore/Mesquite Custom Cycle/J. Stinchfield-sponsored Honda, was the fastest of the 39 riders who logged laps on timer Gil Dosmegan's clocks. Poovey had waved off his first qualifying lap, a lap that would have stood as fast time but came back at the end of time trials and posted a 35.499 second tour of the Illinois State Fairgrounds oval that topped the second fast time of 35.534 turned in by Parker.

Heavy rain a few days before the race provided a damp track and Poovey's qualifying speed, 101.411 mph, was nowhere near the record of 104.303 mph set by Ricky Graham in 1984.

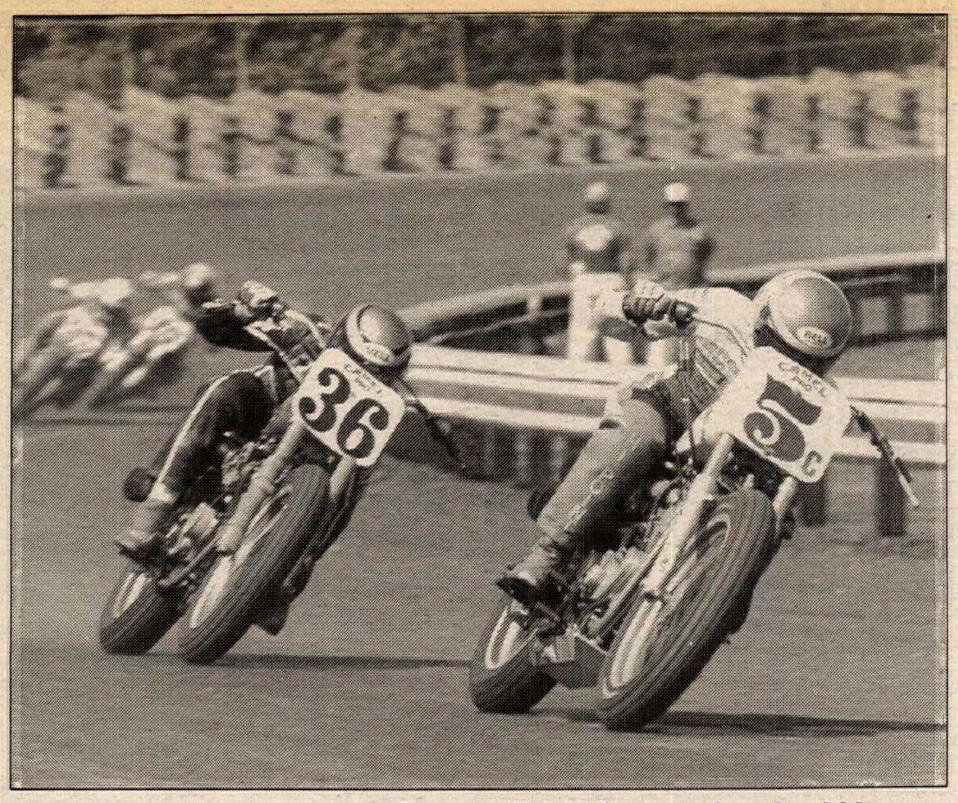
"I got sideways on my first attempt," said Poovey, "and thought I had a bad lap. But things worked out, didn't they?"

Carr was third fastest at 35.615, his Harley teammate Kevin Atherton was fourth at 36.666, and Davey Durelle celebrated his first ride on a 750cc bike this year by logging fifth fastest time, 35.669. Keith Day grabbed the sixth and last starting slot in the lucrative Camel Challenge by cutting a 35.676 lap.

Garth Brow, Tim Mertens, Steve Morehead and Kirk rounded out the top 10 qualifiers.

The last rider to log a qualifying lap was two-time Grand National Champion Ricky Graham, who was looking forward to the day as he was slated to ride Hank Scott's Honda in the absence of Doug Chandler, who was road racing in Kansas. But the Honda suffered a blown head gasket in practice and although Scott and his crew worked feverishly to repair it (the engine had to be removed from the frame), he scratched the bike from the program after buttoning up the engine seconds before time trials ended. Graham hopped on a back-up Honda and posted a respectable 35.975, 16th fastest.

"I could hear the valves hitting the



Steve Aseltine (36) protested Tammy Kirk (5C) after she edged him out of third place in their heat race. Kirk was later disqualified.

Camel Challenge action at Springfield was as heated as ever. Here winner Scott Parker (1) leads Davey Durelle, Terry Poovey (18) and the others.

head when I started to fire it up," said Scott. "We didn't have the time or the right tools to put her back together right."

Heats

The highlight of the opening ceremonies, which were conducted before the first of four 10-lap heat races, came when announcer Dave Despain brought Bubba Shobert forward in front of the grandstands. Shobert, winner of four Springfield races, acknowledged the standing ovation he received from the crowd: "It's great to come back here." Shobert, who is still recuperating from serious head injuries suffered at the U.S. Grand Prix at Laguna Seca last April, said, "I'll be back racing next year. I've ridden a minibike and Jet Ski and my throttle hand only knows off and on. But everything is coming around a bit at a time."

When the green light flashed to start the first heat, Rodney Farris, aboard the Ed Adkins-tuned XR750, pulled the holeshot and led the field into turn one, out of turn two, and down the long backstraight. Poovey took the lead away going into turn three and held it out of four only to see Farris draft by at the start/finish line. That lap was repeated with other racers filling the lead role over the first few laps. It was Graham at the point at the end of lap two, Morehead in front at the conclusion of lap three, Graham on lap four and Mertens out front on lap five.

After the halfway flags, the battle continued with Graham, Morehead, Mertens, Farris and Poovey swapping positions all around the track. But when the white flag came out to signal the beginning of the final lap, it appeared as though Poovey had held back throughout the race as he led across the line and over the next mile established himself as the front-runner, finishing the race a couple of bike lengths ahead of Graham and Farris, who were trailed by semi-bound Morehead and Mertens.

Three-time Grand Naional Champion Jay Springsteen pulled the holeshot on his Bartels' H-D XR750 at the start of the second heat, but it was defending champ Parker who led the field out of turn four and to the line to complete lap one. Parker never looked back and pulled away from his pursuers on lap three, eventually winning the race with nearly three seconds in hand over runner-up Springsteen, who like Parker rode most of the race unchallenged.

Parker's sixth lap was turned in 35.080 seconds, perhaps the fastest lap of the day, and the heat would turn out to be the fastest of the four which would give Parker the pole for the National.

Behind Parker and Springsteen came Kirk after a race-long dice with Aseltine. Following the heat race, Aseltine filed his protest with referee Olliges. "I'm protesting her on bore and stroke (and fuel)," said Aseltine.

"I'll give you something to write about," said a smiling Kirk, "I'm going to protest the guy who finishes in front of me in the National." As reported above, that didn't happen.

Heat number three produced a two-man fight between Ronnie Jones and Carr. Honda-mounted Jones and factory Harley rider Carr swapped the lead position back and forth but it was Jones in front at the line most often and at the end of the lap that counts, the final one. Finishing third behind Garvis Honda/Missle Engineering/Motorcycle Stuff/Shoei/Castrol/AXO-backed Jones and Carr's Kenny Tolbert-tuned XR750 was 23-year-old Curt Rehmert of Union City, Ohio. Rehmert was all smiles over having qualified for his first National final.

"I've never had much luck on miles," said Rehmert, "I held my line behind Ronnie and Chris, but in the corners I guess I just chickened out."

Rehemrt, who was aboard the Union City Cycles/F&S H-D/KK/Gower & Sons/Creative Lawon Care/Friends-sponsored Harley, added, "This is a dream come true. When I started racing this (making a National final) was my goal and now I've done it. Now I'll have to set a new goal."

A ragged start got the final heat race off and it was Will Davis taking advantage of the situation as he led the field around on the opening lap. But Atherton came charging out of turn four on the second lap, caught Davis's draft and then had to swerve to avoid tailending him as he went around him as they crossed the line.

Two laps later, with Atherton holding the lead, Ingram and his Sponseller Racing Honda dropped Davis back to third and on lap six he moved by Atherton to take over the lead for good. Lap seven saw Durelle take over third from Davis and as the laps wound down the top three riders — Ingram, Atherton and Durelle — held their spots and finished with a small gap separating each of them.

Durelle was quick to give thanks to the bike's owner: "John Erickson built it and gave it to me to ride. I've been riding a 600 all year," said the Donahue H-D/Al Muth H-D/General Engineering/Tsubaki/Maxima/Shoei-sponsored rider from Minneapolis.

Semis

Unlike the heat races that advanced the top three finishers to the final, each of the two 10-lap semi-final races would advance only the top two and the first go saw four riders try to grab one of the two spots.

Honda-mounted Mertens pulled the holeshot and led the field around for the first four laps, pressured all the way by the likes of Scott Pearson, who was riding Billy Herndon's spare Hud Racing Honda - Herndon was sidelined when his number one bike blew up in practice, Brow, Aseltine and Morehead.

Lap five saw Morehead and Mertens cross the line side-by-side with Aseltine and Brow right with them. Three laps later it was Mertens and Aseltine in the advancement spots with Morehead and Brow breathing down their backs. That was the running order at the end of the ninth lap, but the final lap saw Mertens come across the line first, holding off a draft pass attempt by runner-up Morehead. Aseltine and Brow now faced the Last Chance Qualifier, as did Pearson who had faded to sixth behind fifth place Scott Stump.

The second semi's first five laps saw Davis, George Roeder, Donnie Estep, Day and Penn State graduate Scott Saunders hook up in a heated battle. Davis led laps one and two, Estep was in front on laps three and four, Day held the point at the end of lap five, and Estep took back over on lap six.

The order at the end of lap eight read Estep, Davis, Roeder, Day and Saunders, but the next lap saw Roeder suddenly slow with mechanical problems and his slowing scattered Day and Saunders, who then lost touch with Estep and Davis, who finished the race with the transfer spots.

Camel Challenge

Prior to the start of the five-lap Camel Challenge, Parker said, "I've been caught sleeping on the start of a bunch of these, but I'm not going to be sleeping today." And he wasn't.

At the flash of the green light Parker was off the line quickly, but not as quickly as Durelle who led the field through turns one and two and down the backstraight. But after the shuffling through turns three and four and the draft down to the line, it was Parker in front and other than a strong second lap by Poovey that saw him briefly take the lead, the rest of the race was all Parker's.

The checkered flag waved for Parker and finishing second, several bike lengths back, was Poovey. Carr nipped teammate Atherton at the line to take third. A distance behind them came Durelle in fifth and Day, aboard the Johnny Goad-tuned XR750, in sixth.

Runner-up Poovey said, "He (Parker) dives into the corners, gasses it wide open and still holds it on the line. I don't know how he does it, but that's why he's the champ."

Parker, when asked if he'd divulge his cornering secret, said, "Nope, I'm not telling them. Seriously, I just dive in there and hold her wide open - that's all there is to it."

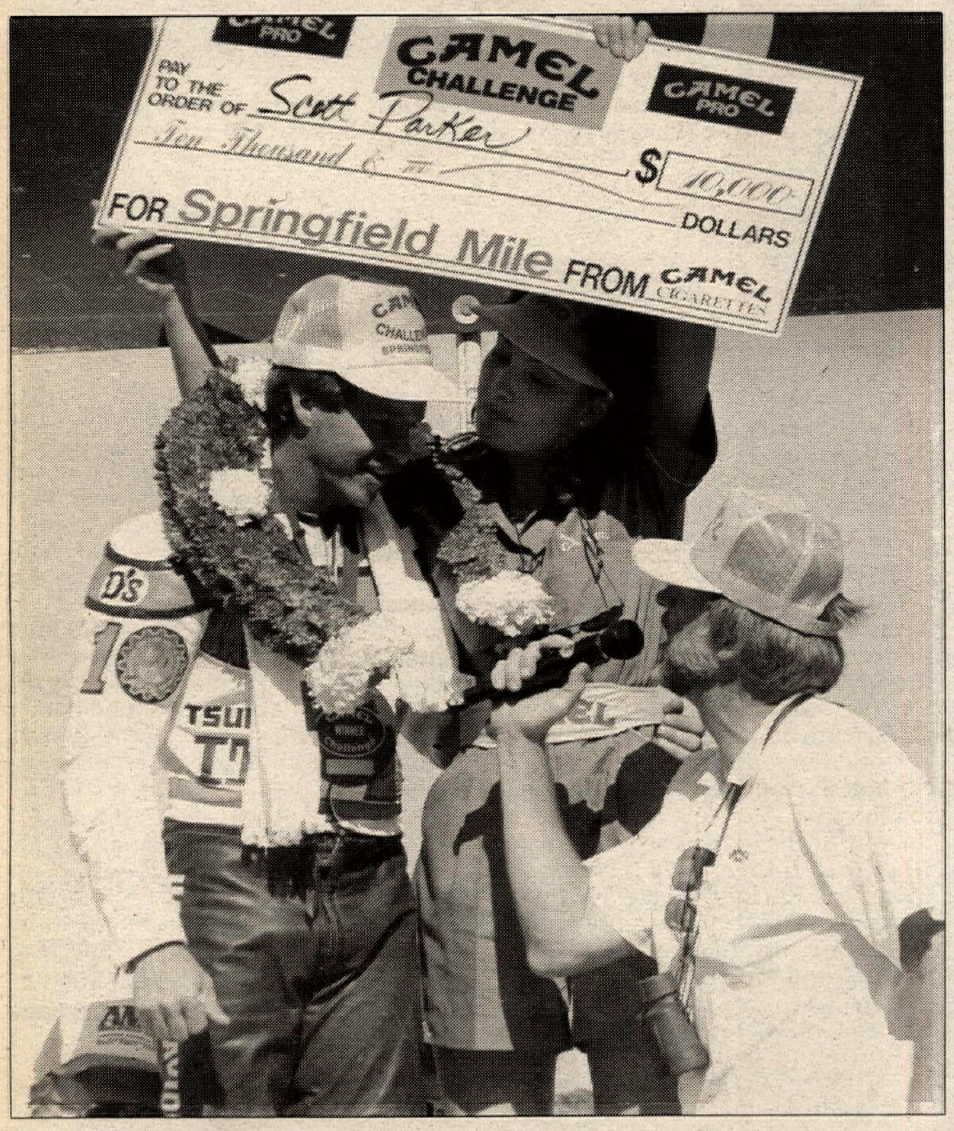
Last Chance Qualifier

Only the winner of the Last Chance Qualifier would advance to the final and there were at least seven riders who had a shot at that spot during the 10-lap race. Scott Stump led the first five laps, Day had the point on lap five, but Stump took back over on lap six and stayed there despite pressure from Aseltine, who finished second, Day, Pearson, Brow, Saunders and Dave Hebb.

National

Pole-sitter Parker chose the second slot in from the grandstand wall from which to start, Poovey opted for the slot against the wall, and they

Winner Scott Parker (1) leads runner-up Terry Poovey and third place finisher Dan Ingram (31) across the Springfield finish line.



Grand National Champion Scott Parker grabbed the $10,000 winner's share of the $17,500 Camel Challenge for the second week in a row.

were joined on the front row for the start of the 25-lap National by Jones, Ingram, Springsteen and Atherton.

Carr, Graham, Kirk, Durelle, Rehmert and Farris filled row two, with Estep, Mertens, Davis, Morehead and Stump on the third row.

Ingram, Jones and Springsteen got off the line and into turn one the fastest and when the Rolling Thunder Show came across the line to complete the first lap the order of the front- runners read Jones, Ingram, Springteen, Poovey, Carr and Farris.

The order remained the same at the end of lap two for the first five slots, but Parker had charged up from a poor start to take over sixth from Farris.

Lap three produced the same running order, but much to the crowd's delight it was 32-year-old Springsteen first across the line at the end of lap four. Jones was first on laps five through seven, but Ingram, who had slipped off the groove in turn three on the previous lap, led the field across on lap eight. The pace of the front-runners had slowed Parker's charge to the front, but he had moved around Poovey on lap six to take over fifth in the running order.

Lap nine saw Carr lead Ingram, Jones, Springteen, Parker, Poovey, Graham and Farris across the line in one spectacular bunched-up knot of riders.

The 10th lap saw those eight riders stay bunched up and cross the line in basically the same order, but a split second later the move of the race occurred as the pack funneled into turn one. Carr, Ingram, Jones and Springsteen wedged into the turn and it appeared as though Parker was blocked out and would have to follow them through. But the champ showed everyone what he's made of as he dove to the inside, hugged the rail and led them out of turn two in a spectacular move that left veteran race watchers wide-eyed.

"When the five of us got there (turn one) all together," said Parker, who seemed surprised that everyone was so impressed with his move, "the only place I had to go to stay with them was down low inside and that's what I did."

Now Parker wasn't chasing the leaders, he was side-by-side with Jones, who led him and the rest of the field across the line for two more laps, only to give way to Parker on lap 13. But just like the first Springfield Mile of the year, the race for the front spots continued to be a multi-rider one.

Parker held the lead at the line at the conclusion of laps 14 through 19, but Jones, Carr, Poovey, Ingram, Springsteen and Mertens were all in the lead draft on lap 20 and it was Carr at the point at the end of that lap.

Lap 21 saw Kirk slow and then pull out of the race; she had been running in the 12th spot. "I think it was the crank," said the Georgia racer who moments later was surrounded in controversy.

Jones led the pack across the line at the end of lap 21, but the next lap saw the trio of Parker, Poovey and Ingram appear to break away from their pursuers. But that didn't last long and as lap 23 ended Carr, Jones and Springsteen were right back in the front-runners' draft.

The white flag waved and the crowd rose to its feet as Parker led Poovey and Ingram into turn one, again with a small margin over the rest of the contenders. The front three riders stayed bunched together as they worked their way through turns three and four, but behind them the field was scattered when Mertens appeared to enter turn three too hot. The veteran racer from Illinois went down, uninjured, but those who were alongside of him or behind him had to back out of the throttle to avoid going down as well.

Parker, unaware of what was going on behind him, led Poovey and Ingram out of turn four and the three riders bunched up in the air-breaking draft together and stormed across the line. Parker was obviously the first to cross the line, but officials had to resort to the *Cycle News* Finish Line Camera to determine who was second.

"I think I got it," said Poovey.

"I don't know," said Ingram. "We were all drafting and I just don't know."

Poovey was right and he was awarded second. "I was running a new tire. When they got away from me (at the beginning of the race), I said, 'What the hell's going on.' But around lap 10 I caught back up with them. I drafted off four the best I could but Scotty had me."

"We're looking good," said Parker in winner's circle, referring to his now seemingly commanding point standings lead. "There are four more to go (Syracuse, Ascot, Sacramento and San Jose) and we're going to give it 100 percent. Bill (tuner Werner) is definitely a plus, and, of course, we've got Harley-Davison behind us, as well as Bell, Tsubaki, ITT, H.O.G. — the Harley Owner's Group, and the union - AIW of America." He then let out one of his patented victory screams, much to the crowd's delight.

Werner increased his total of National victories as a crew chief to 64, and the tuning wizard's smile, while always bright after a win, was particularly big Sunday.

Finishing fourth was Carr, the only front-runner whose position wasn't changed by Mertens' get-off on the last lap. The biggest loser, other than Mertens, of course, in that incident was Ronnie Jones who dropped from a strong fifth to ninth. "I was right up there and had a shot at fourth if not better," said Jones, who brought straw back to his pit area after he had banged off the hay bales in turn three.

Graham and Durelle gained the most from the turn three scattering of the front-runners. Graham had crossed the line at the end of lap 24 in ninth place but finished fifth; Durelle was running 10th at the white flag but came across the finish line in sixth. •

Bubba Shobert made his first appearance at a National dirt track race since being injured at the U.S. GP at Laguna Seca last April.

Results

25-LAP NATIONAL: 1. Scott Parker (H-D); 2. Terry Poovey (Hon); 3. Dan Ingram (Hon); 4. Chris Carr (H-D); 5. Ricky Graham (Hon); 6. Dave Durelle (H-D); 7. Jay Springsteen (H-D); 8. Rodney Farris (H-D); 9. Ronnie Jones (Hon); 10. Kevin Atherton (H-D); 11. Scott Stump (Hon); 12. Will Davis (H-D); 13. Steve Morehead (Hon); 14. Curt Rehmert (H-D); 15. Don Estep (Hon); 16. Tim Mertens (Hon); 17. (Disqualified) Tammy Kirk (H-D).

TIME: 14 min., 58.717 sec.

AVERAGE SPEED: 100.142 mph.

GRAND NATIONAL CHAMPIONSHIP/CAMEL PRO SERIES POINT STANDINGS: 1. Scott Parker (210); 2. Chris Carr (178); 3. Dan Ingram (119); 4. Steve Morehead (110); 5. Terry Poovey (103); 6. Doug Chandler (96); 7. Ronnie Jones (86); 8. Rodney Farris (75); 9. Will Davis (67); 10. Jay Springsteen (66); 11. (TIE) Kevin Atherton/Ricky Graham (47); 13. Steve Aseltine (34); 14. Tim Mertens (23); 15. George Roeder II (29); 16. Bill Herndon (27); 17. Steve Eklund (25); 18. Scott Pearson (19); 19. Don Estep (17); 20. (TIE) Jon Cornwell/Pete Hames (12).

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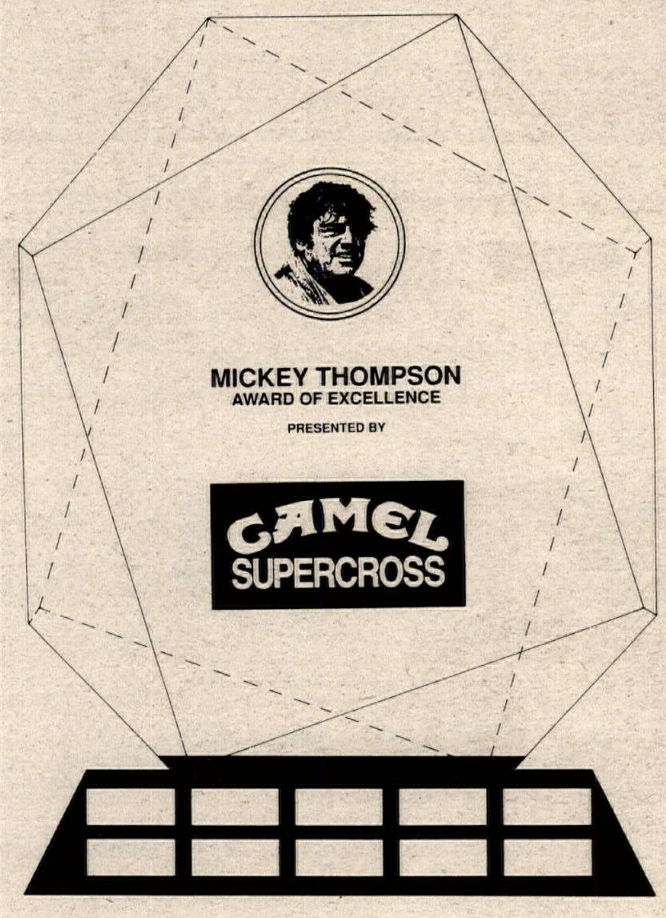

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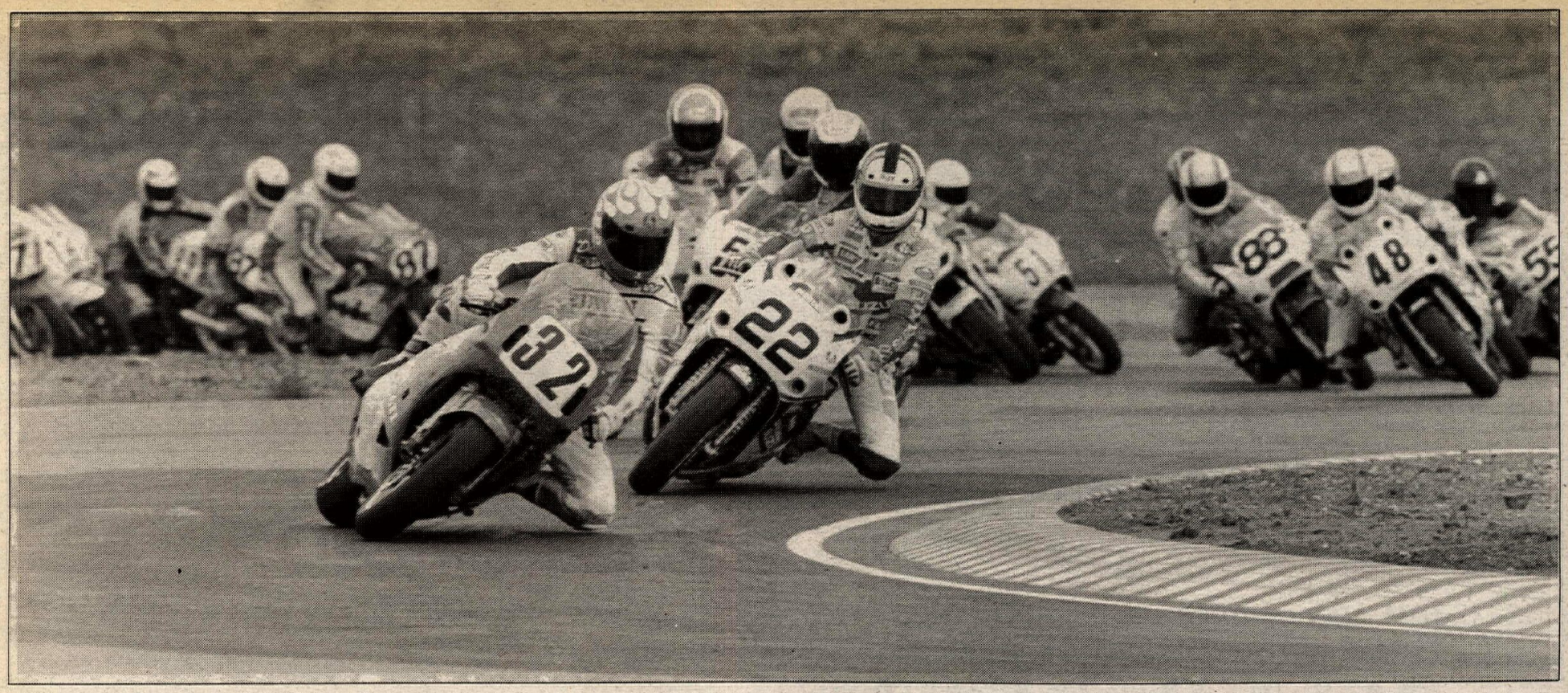
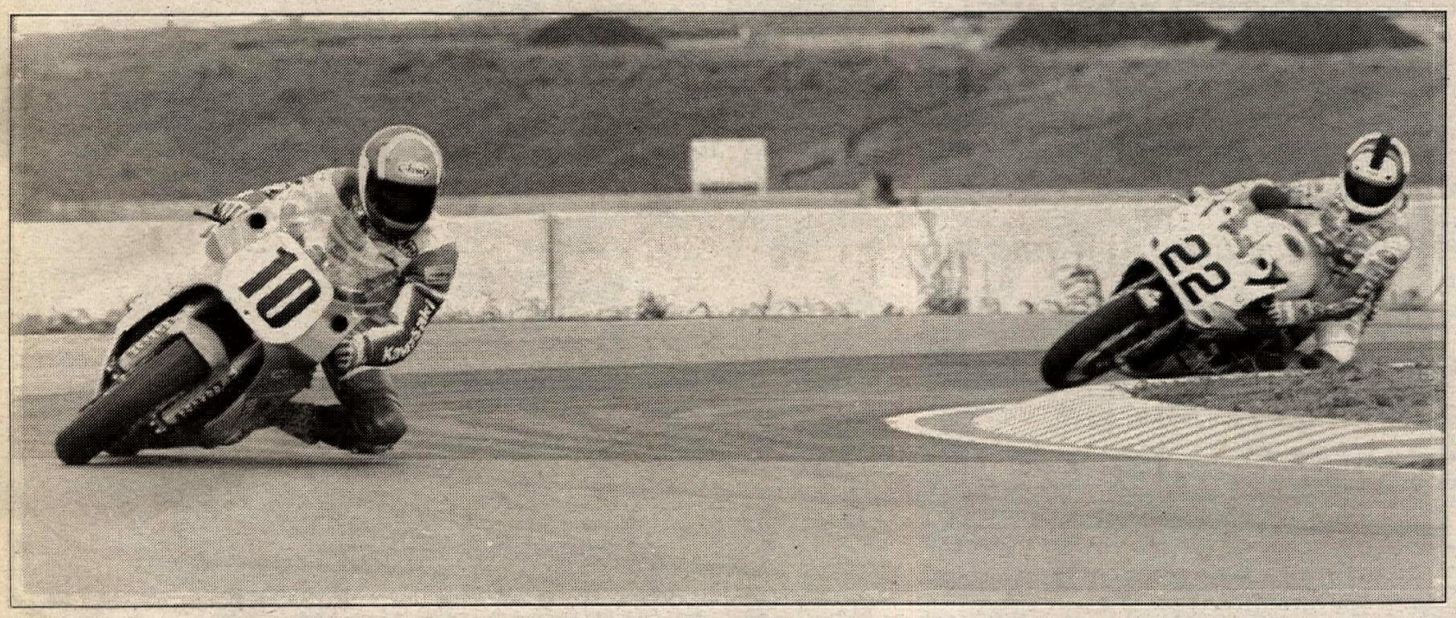
Winner will be announced at the 1989 AMA Awards Banquet on November 3, 1989

CAMEL Supercross SERIES



Third-place finisher Dale Quarterley (32) leads Scott Russell (22), Donald Jacks, David Sadowski and Doug Chandler at the start of the final.



Doug Chandler (10) defeated Scott Russell (22) to become the year's only two-time Superbike winner.

AMA Superbike National Championship Road Race Series: Final round

Chandler reaps win, James harvests title in Kansas

By Brian Catterson
Photos by Paul Carruthers

TOPEKA, KS, SEPT. 3

Kawasaki's Doug Chandler may have become the first repeat winner of this year's AMA Superbike Series with his win amidst the cornfields of the brand-spanking-new Heartland Park Topeka road course, but it was Yoshimura Suzuki's Jamie James who went away the big winner, as his fourth-place finish earned him the 1989 AMA Superbike Championship.

The title is James' first in AMA competition, and the first won by a Yoshimura Suzuki rider since Wes Cooley did so almost a decade previous in 1980.

"It's a long road to get here and I want to thank all the friends that helped me when I was down," said James after taking the title.

Chandler raced with James' teammate Scott Russell in Sunday afternoon's 24-lap, 60-mile Superbike final, with Russell leading six laps before getting out of shape and allowing Chandler to retake the lead. Chandler then made better use of lapped traffic on the demanding, one-line race course to defeat Russell at the finish line by a scant 1.007 second.

"It's been a long year," said Chandler. "I had high hopes at the beginning — the whole team did. It paid off in the end."

Russell's second-place finish also netted him second place in the title chase: "I really would liked to have won the title for Yoshimura, but Jamie did and I'm just proud to be second," said Russell.

Third place in the race went to Rockland, Massachusetts' Dale Quarterley, who led the first pair of laps before slowing to conserve his heretofore unreliable Fast By Ferracci Ducati 851. Like Chandler, Quarterley was finishing just his second Superbike race of the year, and making his second trip to the victory podium; both of Chandler's trips, however, have been to the top step of the rostrum.

James' championship did not come easy, as title rival Richard Arnaiz on the Team Motor Sport Yamaha kept him honest. To take the championship, James needed to finish fourth or better if Russell won, and third or better if Arnaiz won. Arnaiz' chances of a win were virtually eliminated by a heat race engine failure, and he was forced to start from the rear of the grid as the promoter's option. Nevertheless, Arnaiz got a flyer of a start and was soon racing with James for fourth place.

"I had to count on Russell winning, so I needed to beat Arnaiz to take the title," James said after the race.

And he did.

Arnaiz took third in the season point standings, followed by Chandler and Daytona 200 winner John Ashmead, whose Kawasaki ZX7 suffered a blown head gasket here, resulting in a 13th-place finish.

Finishing today's race in sixth place was Ohioan Tom Kipp in his first ride on a George Vicensi-prepared Honda VFR750 (the same machine Dan Chivington rode to third place at Mid-Ohio). Kipp was enjoying the experience: "It's so easy to ride," said Kipp of the potent, yet-tractable V-4.

Georgia privateer Mike Harth finished seventh, with Colorado's Deiter Lane eighth and Florida's Donald Jacks ninth, all on Suzuki GSXR750s, Arnaiz' teammate Phil Kress rounded out the top 10 on his Yamaha FZR750.

Heat races

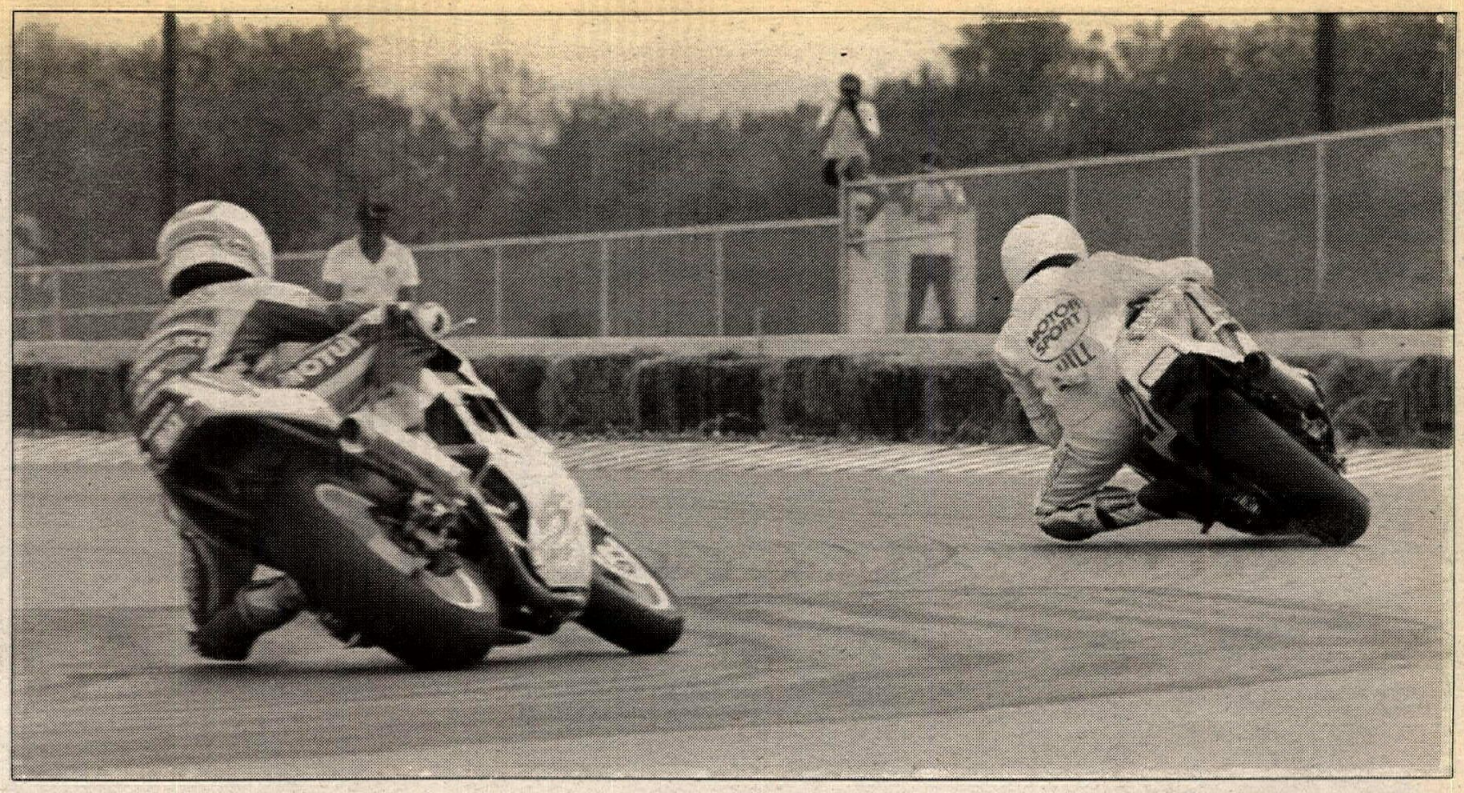
Heartland Park Topeka's new 2.5-mile road course layout was well liked by the riders, with ample runoff room in most of the 14 corners. However, the track was still "green" with this being just the second-ever race held at the facility, and rain washing mud onto the track prior to the race weekend just added to the troubles. The result was an unusual condition whereby the riders said the track was slick, yet it promoted excessive tire wear, especially front tires. As practice and racing progressed, the racing line cleared off, but there were still a number of places where a rider could get in trouble if he got off the racing line.

Regardless, the riders spoke highly of the fledgling facility: "When the track is finished, it will be one of the finest in the nation," said James; "There are plenty of places to pass and a lot of hard braking areas," added Sadowski; "It's a real technical track. If you mess up one turn you can kiss that lap goodbye," concluded Quarterley.

Quarterley led the start of Saturday afternoon's first five-lap heat race, but Chandler was taking no prisoners and took the lead by the end of lap one, eventually posting a near two-second margin of victory.

Russell began in sixth place, and

Kawasaki's Doug Chandler raises his Superbike trophy in victory.



Richard Arnaiz led Jamie James briefly, but James repassed him to finish fourth and claim the Championship.

turned a string of low 1:49 lap times to work up to third by lap two, and second by lap four, as Quarterley circulated alone to wind up third. James battled with Kipp for fourth, but at the flag it was James by the narrowest of margins.

Heat race two saw Vance & Hines Suzuki pilot David Sadowski lead wire-to-wire, defeating Jacks by over seven seconds at the finish. Former factory Honda rider Sam McDonald rode a privateer Yamaha FZR750 to a fine third place, pursued by John Eidenberger and Ottis Lance in fourth and fifth, respectively, both on Suzukis.

Arnaiz' heat race lasted just two laps before the bottom end of his Yamaha called it quits. As a result, he'd start from the last row of the grid in the final.

Joe Pittman's race weekend ended early with a heat race crash, despite public relations director Tristian Lewis' efforts to add him to the field. The AMA requires a "promoter's option" list (riders who can be added to the field even if they don't qualify) prior to the race, and since Pittman's name wasn't included, he'd have to sit this one out.

National

As an estimated 10,000 spectators watched, a full grid of 37 riders lined up for the year's last professional Superbike race, with Chandler on pole by virtue of his fast heat race time.

Undoubtedly, there were a few riders with a lot on their minds.

"I've been wanting a National Championship, but I'm not going to let my ego get out ahead of me," said James. "I plan to do what it takes. Sadowski, Quarterley and Kipp could mess me up and spoil it. If I finish fifth, I'm out of luck, and five guys are capable of running in front of me."

"I'm going to go all-out to win," said Russell. "Jamie (James) would just have to place fifth to take the championship so he'll be tip-toeing around, but I'm just going to go for it."

"I'm going to get the best start of my life," said Arnaiz, optimistically.

Quarterley was simply concerned with finishing: "I've only finished one Superbike race (so far). I hate to have that attitude but that's just the way it is." Contributing to his fears was the fact that he'd crashed this very bike in the earlier Pro Twins Grand Prix final, and the crew had made hasty repairs.

Sadowski also had a few doubts in his equipment, as he'd blown a motor in Sunday morning's practice and would start on a backup unit. So too, did Arnaiz, who broke-in a spare motor in Sunday morning's practice after his Saturday heat race incident. McDonald would not even make the final; his Superbike now lacking second gear.

As in the first heat race, it was Quarterley and the big, red, thundering Ducati that headed the field into the turns one/two chicane at the start of the 24-lap final. Russell trailed in second, with Jacks third, Chandler fourth and Sadowski fifth.

Arnaiz' chances of victory were slim given his last-row-of-the-grid status, and the plan was for his teammate Kress to run interference. But amazingly, Arnaiz led Kress into turn one!

"I thought I got a pretty good start from the third row," said Kress. "I couldn't believe it when I saw Rich (Arnaiz) next to me."

Arnaiz completed the first go-around in eighth place, and was up to sixth by lap two, with James locked in his gunsight.

Chandler outbraked Russell into turn one to take second place on lap two, and took the lead for the first time one lap later, with Russell following him past Quarterley.

Once again, Sadowski was out of luck as his motor went up in smoke on lap three, and he promptly returned to the pits and quit the Vance & Hines team. "I've finished twice this year, and once the bike wasn't running that well. Next year, I'm going to do my own thing," he stated.

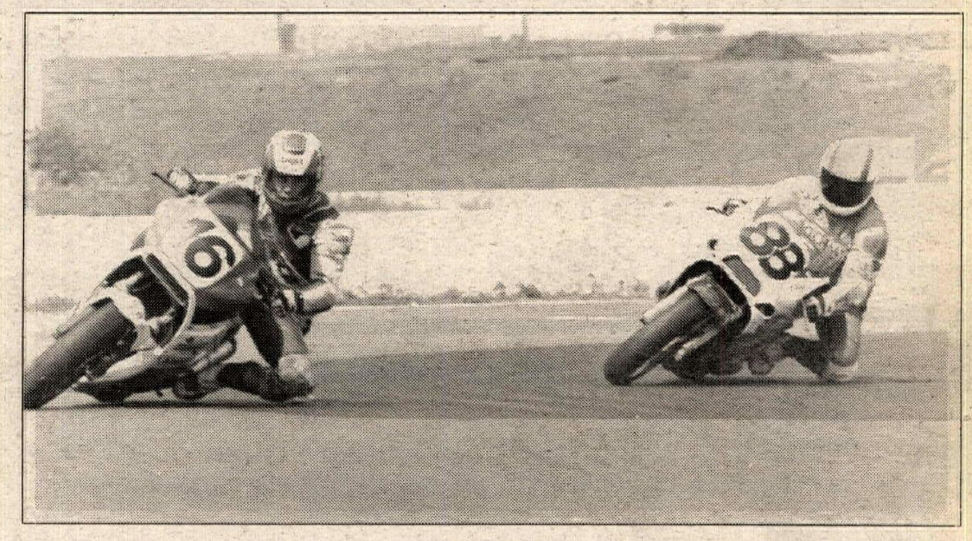
Sadowski's downfall promoted James to fourth, but Arnaiz applied the heat by outbraking the Louisianian into turn one to begin lap four. Meanwhile, Russell passed Chandler for the lead.

The stage was set for the championship-deciding duels — Chandler vs. Russell at the front, James vs. Arnaiz in fourth place.

James concentrated on the worse-case scenario — that Russell would win and he'd have to beat Arnaiz — so he repassed Arnaiz on lap nine. But he still didn't know what place he was in.

"I couldn't see my pit board, but I saw that Arnaiz' said he was in fifth place. I knew he was right behind me, so I was smart enough to figure that one out," James said later.

Chandler continued to apply the pressure, and on lap 10 Russell bobbled in the sweeping, left-hand turn 10, with both feet flying off the pegs, and Chandler taking the lead for the final time. Chandler went through traffic like a hot knife through butter, and at the finish it was the green machine posting its second consecutive victory.



Ohioan Tom Kipp (16) rode a Gee Vee Honda for the first time, and finished sixth in front of the privateer Suzuki of Georgian Mike Harth.

"When we came up on back-markers it seemed I was able to get through them a little bit better," said Chandler. "I knew when he (Russell) got a better start my chance of getting away from him was gone; I'd have to race with him the whole time." Chandler is sponsored by Kawasaki, Targa, Muzzy R&D, Arai, Dunlop, Ohlins, RK and Fox.

Russell took the runner-up slot, just over a second in arrears.

"Chandler was just dialed in. He was faster through the infield than I was. I closed up on him (Chandler) a lot on the last lap, but every time I gained ground something would happen and I'd lose it," Russell said. Russell is sponsored by Yoshimura, Michelin, Motul, Wax Shop, Fox and AGV.

Quarterley came home a distant third, over 50 seconds behind Russell, and in danger of being caught by the battling James/Arnaiz duo.

"I'm real happy with third, especially since I fell in the Pro Twins race. It shows you what a good crew can do. They didn't complain; they just fixed the bike." Quarterley is sponsored by Ducati, FBF, Michelin, Tsubaki, AGV, Bel-Ray and Alan Schuster.

All eyes were on Jamie James as he held off Arnaiz by three seconds at the finish to take fourth place — and his first AMA Superbike National Championship.

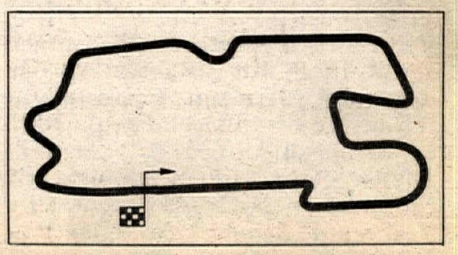
"That was the longest race I've ever been in," said James, a dramatic statement considering he rode races of six to 24 hours as a member of Team Suzuki Endurance in 1988. "I had a little problem with the front end chattering. When Rich (Arnaiz) got by me, I thought, 'Now I'm in fifth and I'd better learn how to ride this thing like it is'." The 1989 AMA National Superbike Champion is sponsored by Yoshimura, Michelin, Motul, Wax Shop, Fox, Arai and Kushitani.

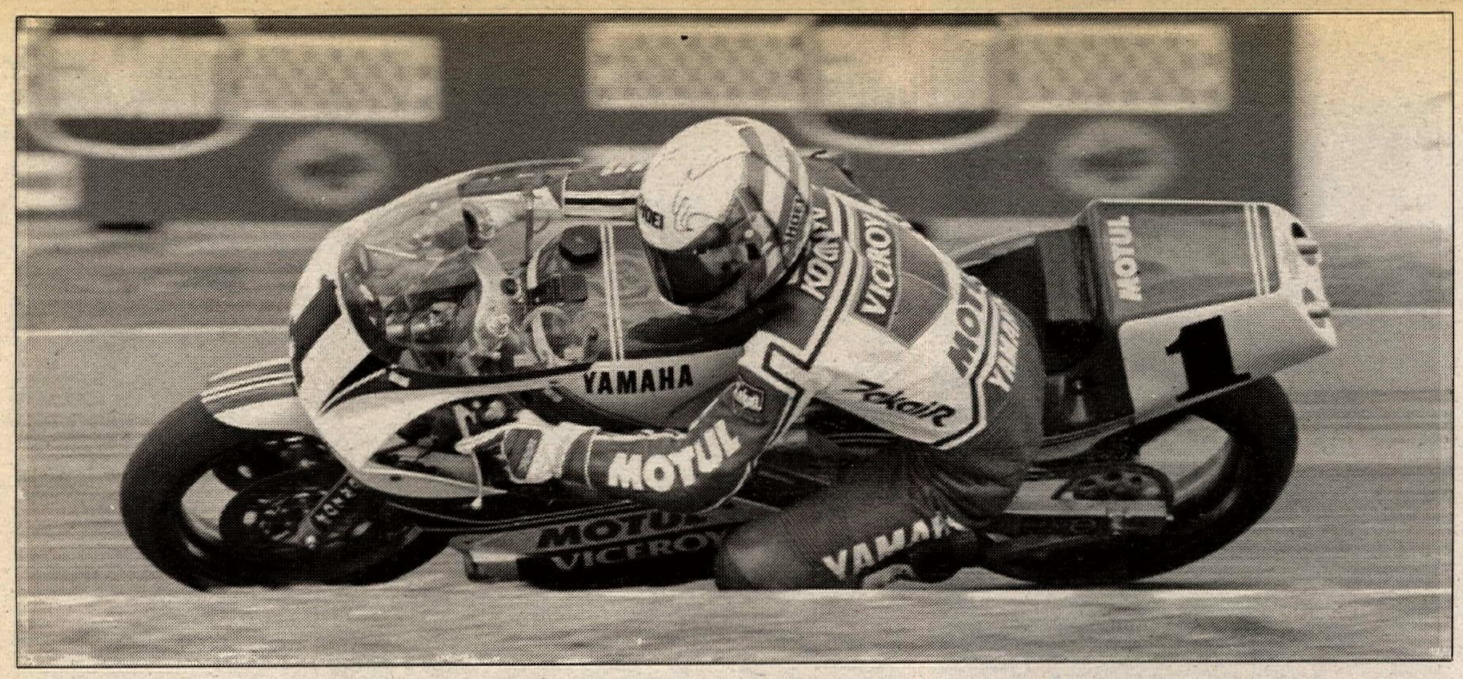
Behind the leaders, Kipp battled with Harth for sixth, with the Honda-riding debutante thwarting the gritty veteran at the flag. Dieter Lane snuck his Suzuki past the fading Jacks for eighth and ninth, respectively, while Kress "rode her for all she was worth" to post his first-ever top-10 finish.

Results

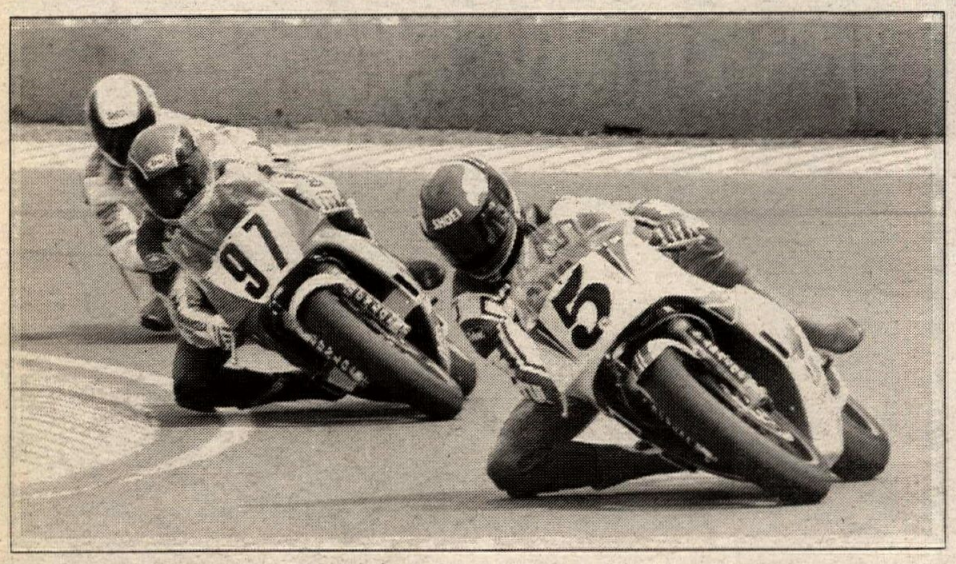
24-LAP AMA S/BK NAT'L: 1. Doug Chandler (Kaw); 2. Scott Russell (Suz); 3. Dale Quarterley (Duc); 4. Jamie James (Suz); 5. Richard Arnaiz (Yam); 6. Tom Kipp (Hon); 7. Mike Harth (Suz); 8. Deiter Lane (Suz); 9. Donald Jacks (Suz); 10. Phil Kress (Yam); 11. Jim Sabin (Suz); 12. Ottis Lance (Suz); 13. John Ashmead (Kaw); 14. John Hopperstad (Yam); 15. Scott Zampach (Suz).
RACE TIME: 44 min., 1.35 sec.
AVERAGE SPEED: 81.786 mph

FINAL AMA S/BK NAT'L C'SHIP POINT STANDINGS: 1. Jamie James (70); 2. Scott Russell (65); 3. Richard Arnaiz (61); 4. Doug Chandler (40); 5. John Ashmead (37); 6. Donald Jacks (36); 7. Mike Harth (35); 8. Tom Kipp (34); 9. Dale Quarterley (29); 10. (TIE) Rueben McMurter/David Sadowski (21); 12. (TIE) Joe Pittman/John Eidenberger (20); 14. Ottis Lance (19); 15. Deiter Lane (17); 16. Jeff Farmer (16); 17. (TIE) Dan Chivington/Keith Pinkstaff/Kevin Rentzell (13); 20. Scott Zampach (11).





John Kocinski turned in a masterful performance in Kansas in what will likely be his last AMA National.



Thomas Stevens (5), Rich Oliver (97) and Robbie Petersen (hidden) had a great battle for second place; in the end it was Petersen finishing second.

AMA/Castrol 250cc Grand Prix Series: Final round

Kocinski dominates in Heartland swan song

By Paul Carruthers

TOPEKA, KS, SEPT. 3

Grand Prix-bound John Kocinski bid farewell to U.S. road racing in fine fashion today at the all-new Heartland Park Topeka, humiliating the competition en route to his sixth win of the now-completed, eight-round series.

Kocinski and his Team Viceroy Yamaha averaged 82.935 mph, the fastest average speed of the race weekend, to beat John Lassak Racing's Robbie Petersen by 1:08.670 at the newest racing facility in the country. Kocinski is now set to embark on his World Championship career in 1990 after wrapping up his third successive AMA 250cc National Championship.

Third place went to Kocinski's teammate Thomas Stevens. The Floridian battled throughout the 20-lap race with Petersen, Rich Oliver and Donny Greene over the runner-up position, but it was the Aprilia-mounted Petersen gaining the advantage over the Yamaha TZ250s in the final laps. Randy Mamola Racing's Oliver finished fourth with Splatmaster-sponsored Greene fifth.

Chris D'Aluisio, Al Salaverria, John Hasty Racing's Doug Brauneck, Randy Mamola Racing's Danny Coe and Moto-Liberty's Cam Roos rounded out the top 10 finishers.

While Kocinski was the big winner on the track, Oliver cashed the biggest check as he picked up the $10,000 in Castrol contingency for being the top Castrol-using rider in the championship. Kocinski's final tally of 136 points earned him the title with Oliver's 92 points good enough for second place.

Greene's 84 points narrowly topped Petersen's 81 while Stevens wound up fifth in the title chase with 74 points.

The majority of the 250cc field accepted the Heartland Park facility with open arms. Although slippery due to its newness, the 2.5-mile circuit combines a little of everything, from slow chicanes to fast sweepers.

"It's a good track," Oliver said on Saturday. "It's difficult and some parts are terrifying, we're sliding both ends a lot. But it's real predictable and this place provides a good learning experience."

Kocinski, who is more at home with both ends sliding than the others, was in heaven at Heartland Park, and he mastered the circuit in its entirety, setting the outright motorcycle lap record at 1:47.55 on the 19th of 20 laps.

Early in the race weekend, Kocinski said he was "going to do better than I ever have." Given his past record of domination, it left many pondering what that would mean. Would he lap the field?

From the first practice session on, Kocinski was the quickest, turning lap times in the 1:48 bracket while the others struggled to turn times in the 50s.

Kocinski's heat race win over his teammate Stevens and Greene was the fastest of the weekend. The 21-year-old clicked off the five laps in 9:08.827 to beat Stevens by some 19 seconds.

The second heat race was won by Oliver, but his five laps were turned in 9:22.378 minutes, some 13.5 seconds slower than Kocinski's five-lap pace (an average of 2.71 seconds a lap slower). Oliver, however, beat Petersen handily by 8.714 seconds in the second heat race with D'Aluisio and his Castrol/Shoei/Golden Cycles/D. Harold/Vanson/Phil Flack-sponsored Yamaha TZ250 finishing third.

Even a Sunday morning crash couldn't slow Kocinski. The Modesto, California, resident plowed into Danny Coe in turn five while attempting what he thought would be his fastest lap. Coe escaped the melee without crashing.

"Let's just say I paid the price for them (corner workers) not using blue flags (passing flags)," Kocinski said. "I've asked for them (blue flags) for two years. That's what happens when you don't have them. I was on my best lap. It was my fault, but I didn't want to slow down; a flag could have prevented an accident. But I've already forgotten about it. I'm not mad at him (Coe). He was in front and he doesn't have eyes in the back of his head."

While Kocinski was set on leaving a mark in his final race by showing exactly how dominant he's become, Oliver's strategy was different.

"My basis for being here is to finish and get second in the championship," Oliver said. "It's against all my instincts to not race as hard as I can, but that's what I'll do."

By the time Kocinski reached the final two corners leading onto the front straight on the opening lap of the 20-lap final, his lead was a commanding four seconds over Oliver, Petersen and Stevens. The Viceroy rider quickly delved into a low 1:48 before turning his first 1:47 lap time on the third go-round. Remarkably, his best lap time (1:47.50) would come on the 19th lap as he continued to turn it on throughout the race despite the size of his lead.

While the race for the lead was non-existent, the race for second more than made up for it. At first it was Oliver, Petersen and Stevens doing battle, but Greene would soon join the tussle by the fourth lap.

Those four in turn pulled clear from D'Aluisio, who turned in an impressive, albeit lonely, ride to sixth place.

The race for second saw Oliver lead for seven laps; Stevens lead two; and Petersen lead 11, and more importantly, the final one. Greene got close, but never escorted the other three.

By lap five, Kocinski had stretched his lead to over 16 seconds. It grew to 33 seconds on the 10th lap, 52 seconds on the 15th and 1:08 on lap 20 - his swan song now complete.

As the laps wore down, an aggressive Petersen managed to get the best of the rest, and galloped to second place. Stevens, meanwhile, boldly stuffed it under Oliver in turn 12 on the final lap to take third.

"I thought to myself, 'If I've got to pull a Kevin Schwantz, that's where I was going to do it,'" Stevens said. "So on the last lap I did it. He had to stand it up and that was it."

A pumped Kocinski said, "The bike was phenomenal and I hung it out; I rode flat out the whole way. I've never ridden that hard for that long. I still need a lot of work for next year, but that was a good test of my conditioning."

Stevens, who will most likely step into Kocinski's shoes as the number-one rider on the highly-successful Viceroy team in 1990, was pleased with his third-place finish after encountering traffic problems that cost him a shot at Petersen.

"I got caught up in traffic and they got away," he said. "With five laps to go I was a couple of seconds down and it didn't look good. But Rich (Oliver) had traffic problems and I caught back up."

Petersen's second place was the Zimbabwean's best-ever finish on the AMA circuit. "I couldn't believe it," he said. "I crashed twice in practice on Friday, but everything went good today. I thought they were going to get away early, but I put in some effort and caught them. This is a good way to end the season."

Oliver's plan had paid off — big. "It went according to plan," Oliver said. "I was content to follow and I didn't want to fall off. A lapper put me wide and then slammed it on me in the next corner, then the tires overheated and I had to take it easy. Tom (Stevens) got underneath me, but I didn't want to lose $10,000 so I left him some room."

Results

20-LAP CASTROL 250cc GP FINAL: 1. John Kocinski (Yam); 2. Robbie Petersen (Apr); 3. Thomas Stevens (Yam); 4. Rich Oliver (Yam); 5. Donnie Greene (Yam); 6. Chris D'Aluisio (Yam); 7. Al Salaverria (Yam); 8. Doug Brauneck (Yam); 9. Danny Coe (Yam); 10. Cam Roos (Yam); 11. Dan Walker (Hon); 12. William Himmelsbach (Yam); 13. Martin Miller (Yam); 15. Brad Sawyer (Yam).
RACE TIME: 36 min., 10.377 secs.
AVERAGE SPEED: 82.935 mph.

FINAL CASTROL 250cc GP POINT STANDINGS: 1. John Kocinski (136); 2. Rich Oliver (92); 3. Don Greene (84); 4. Robbie Petersen (81); 5. Thomas Stevens (74); 6. Doug Brauneck (61); 7. Danny Coe (57); 8. Chris D'Aluisio (43); 9. (TIE) Alan Carter/Richard Moore (41); 11. Cam Roos (32); 12. Miguel DuHamel (31); 13. Jim Filice (27); 14. James Stephens (26); 15. Al Salaverria (21); 16. William Himmelsbach (15); 17. Steve Crevier (11); 18. Ben Williams (7); 19. Jon Cornwell (6); 20. Brent Van De Stadt (5).

AMA/Circle Bell Pro Twins GP Series: Final round

Renfrow wins, takes title

By Paul Carruthers

TOPEKA, KS, SEPT. 3

Commonwealth Honda's Randy Renfrow emerged from a titanic, nail-biting battle with defending class champion Dale Quarterley with a win and a championship today in what amounted to a winner-take-all war for the title.

Renfrow and Fast By Ferracci's Quarterley have been locked in combat throughout 1989, and it all came down to the final race of the season at Heartland Park Topeka to decide who would take the championship. After seven rounds only three points separated the two rivals. But at the end of the day seven points was the margin of victory for Renfrow as Quarterley crashed in dramatic fashion on the final lap.

Second place in the race was thus handed on a plate to Two Brothers Racing's Kevin Erion, who had wrapped up his second successive Pro Twins Modified class the day before. Erion rode his Honda Hawk to a lonely second place following Quarterley's last lap mishap. Third place was taken by the Fast By Ferracci Ducati 851 of Duane Summers with the similarly-mounted Randy Shemwell finishing fourth. Quarterley, despite crashing, earned fifth-place honors.

Jimmy Adamo, David Kieffer, Pablo Real, Kevin Stasny and Frank Shockley rounded out the top-10 finishers.

The Pro Twins GP Championship is Renfrow's third AMA title: the diminitive Virginian won the 250cc National Championship in 1983, the F-1 title in '86 and now the Pro Twins title in '89. Good things seem to come three years apart for the likeable Renfrow.

"I haven't ridden that well in a long time," Renfrow said after his heroic ride to the championship. "Not in the last part of '87 or in '88."

The 16-lap battle began with Renfrow leading the first lap, and he in fact would lead every lap, as it appeared Quarterley was waiting for the final circuit to make his bid. The duo easily separated themselves from the pack, turning lap times in the low 1:51s and high 50s and eventually dipping into the 49s for a single lap on lap 11.

The two were displaying their widely varied riding styles all the way around the 2.5-mile course — Renfrow going into the corners slower, but gaining ground on the exit, leaving black marks out of the corners; Quarterley gobbling up ground on entrance speed, diving hard into every turn.

On the ninth lap, Renfrow made the save of the year, losing the front end of the Honda in turn 12, falling off the inside of the motorcycle and pulling himself back on the bike without allowing Quarterley to pass.

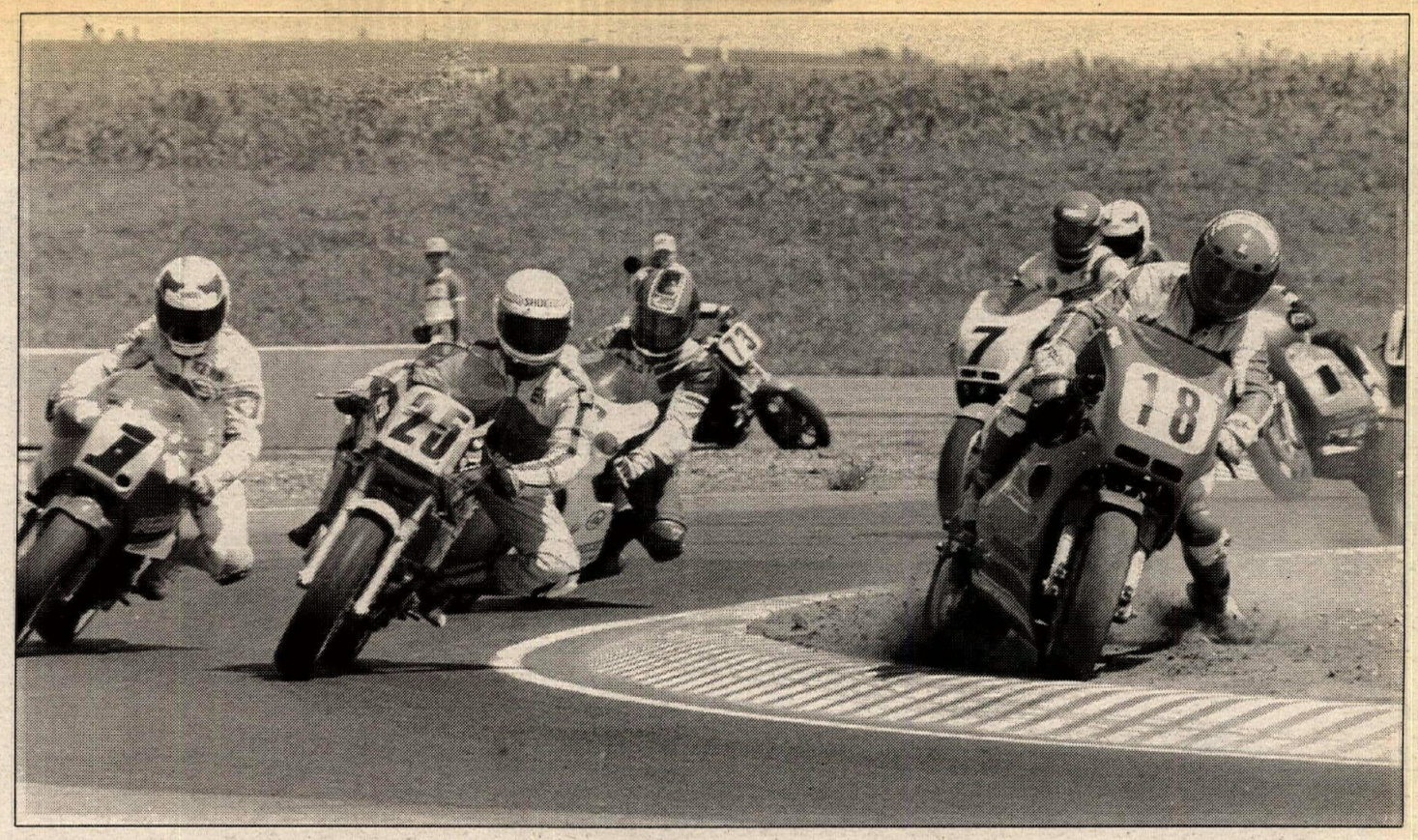
"I didn't think I was falling down," Renfrow said later. "It took a big bounce and bounced me off. The bike got out from under my body and I couldn't get it to stop sliding. I pushed it up with the top of my foot."

The rest of the race was uneventful, except for the final lap when Quarterley threw away his chances at a second consecutive title going into the fast, left-hand turn 10.

"I figured I'd get him in the last section, but he slowed down more than he ever had," Quarterley said. "I just came screaming up on him and I had a choice to either T-bone him or throw it on its side. Unfortunately, I made the wrong choice. I could have won the championship if I'd T-boned him. But I would have hit him behind the footpeg and he would have died."

With his rival gone, Renfrow negotiated the final four corners alone, taking the checkered flag and the championship.

Erion was a lonely second followed by Summers and Shemwell.



The Pro Twins Mod class had plenty of second-turn action with Chris Thomas (18) getting out of shape; Ed Abdo (25) and Kevin Erion (1) begin to take evasive action. Erion won, taking his second class championship.

Results

16-LAP CIRCLE BELL PRO TWINS GP: 1. Randy Renfrow (Hon); 2. Kevin Erion (Hon); 3. Duane Summers (Duc); 4. Randy Shemwell (Duc); 5. Dale Quarterley (Duc); 6. Jimmy Adamo (Duc); 7. David Kieffer (Duc); 8. Pablo Real (Duc); 9. Kevin Stasny (Duc); 10. Frank Shockley (Duc); 11. Warren Elliot (Duc); 12. Ken Greene (Hon).
RACE TIME: 29 min., 37.969 secs.
AVERAGE SPEED: 80.991 mph.

FINAL CIRCLE BELL PRO TWINS GP POINT STANDINGS: 1. Randy Renfrow (112); 2. Dale Quarterley (105); 3. James Adamo (63); 4. Duane Summers (61); 5. Kevin Erion (56); 6. Randy Shemwell (48); 7. Frank Shockley (39); 8. David Kieffer (34); 9. Warren Elliott (31); 10. Kurt Liebmann (28); 11. Pablo Real (20); 12. Kevin Stasny (17); 13. Ely Schless (15); 14. Bill Weidner (12); 15. Chris Thomas (11); 16. (TIE) Pete Johnson/John Long (10); 18. (TIE) Chris Hellund/Gordon Seim (9).

AMA/Circle Bell Pro Twins Modified Series: Final round

Erion gets his second title

By Paul Carruthers

TOPEKA, KS, SEPT. 2

Two Brothers Racing's Kevin Erion earned his second successive Pro Twins Modified Championship, winning today's race at Heartland Park Topeka while his championship rival Craig Shambaugh could only manage a fifth-place finish.

The title, Erion's second in a row, came on the team's highly-modified Honda Hawk after last year's title was won on a Ducati F-1. Erion ended up topping Shambaugh by 12 points after a dismal beginning to his title defense saw him not score a point until the third round at Loudon; Erion impressively won the final five rounds of the championship.

The Two Brothers Racing squad again imported Californian road racer Kenny Greene to help Erion win the title by riding the team's second Honda Hawk. Greene again put in an impressive effort, following Erion home for a second-place finish. Third place went to Team Leoni's Ducati-mounted Pablo Real. Dirty Harry's Bike Shop-sponsored Chris Thomas and Fast By Ferracci's Shambaugh rounded out the top-five finishers.

The 14-lap final started with a bang as Thomas barged his way into the turns one/two chicane a little hot, cutting through the dirt and wreaking havoc on the rest of the field as they patiently waited for him to emerge — still holding down the lead.

"You don't win the race in the first turn, especially in that first turn," Erion said later of the melee. "I knew that was going to happen."

Greene got the best of Thomas first and led the first lap over his cautious teammate. Thomas held down third over Ed Abdo, Robert Van Nessen, Shambaugh and Shockley. Real went straight in the first chicane and would have to work hard to gain back the places lost.

Greene and Erion quickly outdistanced the rest of the pack as they waged their intrateam battle for the remainder of the race. Erion, who was turning lap times some four seconds slower than those he would turn on the same bike the following day in the Pro Twins GP class, was taking no chances and would follow Greene until late in the race.

Erion would nip Greene by .598 of a second on his Mike Velasco-tuned Honda, averaging 74.901 mph in the 14-lap race. It was Velasco's sixth road race championship as a tuner, after having a role in five previous Superbike National Championships.

The hard-riding Real came back from his off-track excursion to take third place for good on lap six, and Thomas would hold off Shambaugh for fourth place. Van Nessen rode the wheels off his Buell Harley-Davidson to finish sixth after racing with Thomas and Shambaugh early in the race.

"Kenny's (Greene) a great rider, he kept me honest," Erion said. "He made it fun and interesting. We didn't get close to the practice times out there. But tomorrow's another race (Pro Twins GP) and we can go for it a little more."

Randy Renfrow won the Pro Twins GP National Championship.

Greene was pleased with his performance and is hoping to get more rides on the little Honda next season. "It's great," he said of the Hawk. "It handles good and it runs good. I'm getting used to it. Maybe I'll get to ride it a few times next year."

"It could have been better," Real said of his third-place finish. "A guy ran into me in the first chicane. I was going half-a-second faster than them (the Two Brothers Racing team of Erion and Greene), but there wasn't enough time to catch them; I needed two seconds a lap. I think I could stay with them, but I don't know if I could have beaten them."

Shambaugh's championship hopes were voided by a fifth-place finish, but he knew his chances were slim going into the Kansas round after crashing in the last round at Sears Point. "I knew I couldn't fall down," he said. "I was just hoping he would make a mistake. (Pablo) Real came up with his best race and got third. I made a mistake two laps from the end and couldn't get (Chris) Thomas."

Results

14-LAP CIRCLE BELL PRO TWINS MODIFIED: 1. Kevin Erion (Hon); 2. Kenny Greene (Hon); 3. Pablo Real (Duc); 4. Chris Thomas (Duc); 5. Craig Shambaugh (Duc); 6. Robert Van Nessen (H-D); 7. Walter Sakowski (Duc); 8. Frank Shockley (Duc); 9. Kiyoshige Watanabe (Hon); 10. Ed Abdo (Hon); 11. Michael Reilly (Yam); 12. Chris Hellund (Duc); 13. Matthew Greene (Duc).
RACE TIME: 28 min., 02.221 secs.
AVERAGE SPEED: 74.901 mph.

FINAL CIRCLE BELL PRO TWINS MODIFIED POINT STANDINGS: 1. Kevin Erion (100); 2. Craig Shambaugh (88); 3. Frank Shockley (65); 4. Chris Thomas (40); 5. Robert Griffiths (39); 6. Pablo Real (33); 7. Kenny Greene (32); 8. Pete Johnson (27); 9. (TIE) Alan Hippensteal/Walter Sakowski (25).

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Scott Russell won his fourth 750cc Supersport race of the season, topping Jamie James and Doug Chandler in Heartland Park Topeka.

AMA/CCS Yokohama 750cc Supersport Series: Round 8

Russell wins number four in Kansas

By Brian Catterson
Photos by Paul Carruthers

TOPEKA, KS, SEPT. 2

Yoshimura Suzuki's Scott Russell became the winningest rider in 1989 Yokohama Supersport competition by posting his fourth win of the season, this time at the new Heartland Park Topeka.

Russell surpassed 600cc standout Cam Roos' string of three victories to make that claim, in the process vaulting from fifth to third in the 750cc Supersport point standings. Russell's teamate, second-place finisher Jamie James, continues to lead the standings with 115 points, while the third-place finisher, Kawasaki's Doug Chandler, took advantage of the continuing misfortunes of Vance & Hines' David Sadowski to climb to second with 94 points.

Russell's weekend got off to a sour note with another problem on the starting line. This time, however, he reversed the trend: rather than stalling, which he has twice done in Superbike competition, AMA officials said Russell jumped the start of Friday afternoon's first heat race and displayed the "meatball" flag. So after leading at the start, Russell received a 10-second stop-and-go penalty, and would finish third behind Chandler and James.

"It seemed a lot longer than 10 seconds," Russell joked.

Saturday's 14-lap final was a Scott Russell benefit, as he started in third, passing second heat race winner Sadowski and taking the lead from Chandler on lap three. Russell was helped in part by the Vance & Hines crew, who found a way to make Sadowski's Suzuki's motor explode on lap two — a rare occurrence in Supersport competition. Once out front, Russell cruised to a 1.789-second margin of victory over his teammate.

"Today went just as planned," said Russell from atop the rostrum. "On the first couple laps I went out fast and caught (Doug) Chandler. My third lap was the fastest and that's what stretched the lead." Russell is sponsored by Yoshimura, Michelin, Motul, Wax Shop, Fox and AGV. He also thanked his tuners Vic Fasola and Dan Nakajima, and suspension consultant Jim Lindeman.

James, meanwhile, had started in fifth place, and passed Tommy Lynch for fourth on lap two; Sadowski's retirement then promoted him to third. On lap seven, James outbraked Chandler into the turns one/two chicane, and was never surpassed.

"It was a good run," said James, later. "I just hooked in behind Doug Chandler. My tires were working better so I basically cruised in. It would have been better if I'd been up front at the start; I wouldn't have had to run so fast." James is sponsored by Yoshimura, Michelin, Motul, Wax Shop, Fox, Arai, and Kushitani.

"The Suzukis definitely had their act together," said Chandler. "It was a tough race for me. But I'm happy with it. I wanted to set a decent pace for myself, not too fast, but it got a little too scarey so I had to slow it down." Chandler is sponsored by Kawasaki, Targa, Muzzy R&D, Arai, Dunlop, Ohlins, RK and Fox.

Yoshimura youngster Lynch cruised to fourth place, some distance behind the leaders, followed by privateer Mike Harth in fifth on an ill-running Suzuki. Roos took sixth with Zampach seventh, both also on Suzukis. Eighth and ninth places saw a war between the Yamaha FZR600-mounted pair of Larry Schwarzbach and Tom Kipp, with Schwarzbach getting the nod. Texan Ottis Lance filled the 10th position on his GSXR.

Results

14-LAP AMA/CCS YOKOHAMA 750cc S/SPRT FINAL: 1. Scott Russell (Suz); 2. Jamie James (Suz); 3. Doug Chandler (Kaw); 4. Tommy Lynch (Suz); 5. Mike Harth (Suz); 6. Cam Roos (Suz); 7. Scott Zampach (Suz); 8. Larry Schwarzbach (Yam); 9. Tom Kipp (Yam); 10. Ottis Lance (Suz); 11. John Eidenberger (Yam); 12. Fritz Kling (Suz); 13. Tim Morrissey (Suz); 14. Ray Yoder (Suz); 15. Oliver Billingsley (Suz).
RACE TIME: 26 min., 31.10 sec.
AVERAGE SPEED: 79.195 mph

AMA/CCS YOKOHAMA 750cc S/SPRT POINT STANDINGS: 1. Jamie James (115); 2. Doug Chandler (94); 3. Scott Russell (91); 4. (TIE) David Sadowski/Mike Harth (86); 6. Scott Zampach (62); 7. Cam Roos (53); 8. Tommy Lynch (44); 9. Ottis Lance (24); 10. John Eidenberger (22); 11. Kye Gunn (19); 12. Mike Smith (18); 13. Gary D'Aluisio (16); 14. Ricky Orlando (15); 15. Chris Hartone (13); 16. (TIE) Ray Yoder/Lary Schwarzbach (12); 18. Todd Hebert (11); 19. (TIE) Scott Gray/Andy Fenwick/Tom Kipp (10).

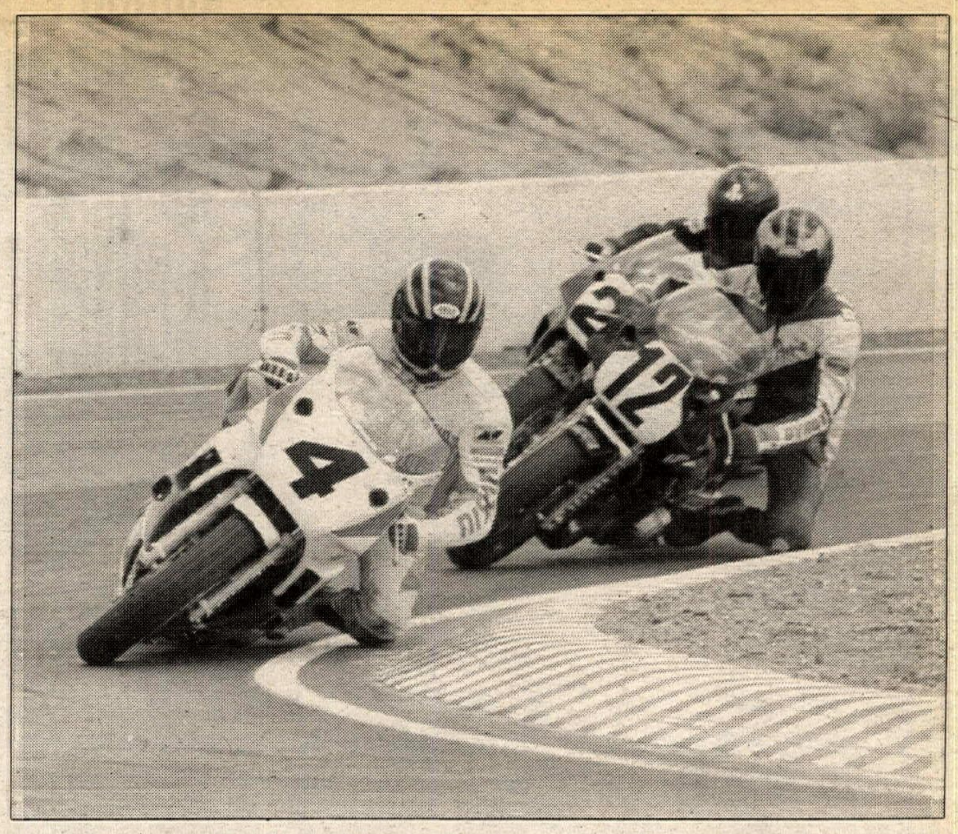
AMA/CCS Yokohama 600cc Supersport Series: Round 8

Ashmead, wins Zampach extends points lead

By Brian Catterson
Photos by Paul Carruthers

TOPEKA, KS, SEPT. 3

Florida's John Ashmead used a borrowed motor to win his first Yokohama 600cc Supersport race of the season, while Wisconsin's runner-up Scott Zampach took advantage of title rival Cam Roos' misfortunes to further extend the points lead he established after his recent Sears Point win.



John Asmead (4) leads Calvin Rayborn III (12) and Scott Zampach (hidden) in the 600cc Supersport race; Ashmead took the victory.

Roos' title hopes took a blow when his shift lever broke in the final — this after running off in the first turn of his heat race, injuring his ankle and having to ride that race with a broken footpeg. After considering retiring to the pits, Roos thought, "It would really suck if I lost the title by a point" so circulated carefully to finish the final in 11th place. The unfortunate Roos' lowly finish netted him just four points, and handed Zampach a 15-point advantage in the standings, 106 to 91. Ashmead lies third with 85 points, with two rounds remaining in the series.

Third place went to Texas privateer Larry Schwarzbach, who was making his first appearance in a Supersport winner's circle.

Ashmead's Yamaha FZR600 broke a cam chain in practice, so he borrowed a motor from Gary D'Aluisio, who'd wrecked his bike in a Thursday practice crash. Nevertheless, Ashmead gave an early indication of what to expect when he defeated Zampach and John Eidenberger in the first of Saturday afternoon's two, five-lap heat races. When it came time for Sunday's final, few were surprised that Zampach led the 30-rider field at the end of lap one, followed by racing journalist Nick Ienatsch, second heat race winner Cal Rayborn, and Ashmead.

Rayborn and Ashmead wasted no time in disposing of Ienatsch, passing him on lap two and setting their sights on Zampach. Three laps later the ultra-aggressive Rayborn moved to the fore, but he got into the turn-14 hairpin too hot and Ashmead snuck by to take the lead. However, Rayborn's efforts were for naught, as his race ended on lap seven with mechanical problems; likewise Eidenberger's, whose Yamaha was misfiring badly from the start.

With Rayborn out, Ashmead cruised to the win, turning lap times in the low 1:54s and stretching his advantage over Zampach to 2.62 seconds at the checkered flag.

"These guys ride hard," said Ashmead after the race. "I was waiting for my tires to come up to temperature, then I pulled away. I was a little worried at the start; I got held up. Then "Z-Man" (Zampach) started pulling away so I got mad. A little bit of being mad takes you a long way." Ashmead is sponsored by Michelin, Bel-Ray, NGK and Muzzy's R&D.

"John raced an excellent race and I just hung in there," Zampach said. "I still didn't have the right gearing setup, and I couldn't make it up in the turns." Zampach is sponsored by Dunlop, AGV, Spectro, Fox, Dyno-Jet, RK, Don-n-Roy's Cycle City, C-J Cycle Pro, Kerker, and Vance & Hines.

Schwarzbach rode his Yokohama-shod Yamaha hard, and worked his way up from a fourth-row grid position to take third place by lap seven. He then decided that "third place was better than a wrecked bike" and finished in that position. Schwarzbach pocketed $250 in Yokohama contingincies for his efforts.

With the top-three finishers already determined and running alone out front, an intense, seven-way battle for fourth ensued between Mark Heiser, Petersen, Roos, Ienatsch, Mike Barnes, Tom Kipp and "Revvin' Kevin" Rentzell, who was returning to racing after eight weeks on the disabled list. South African Petersen managed to head the pack to take fourth place, posting his best finish so far in the production-based class. Rentzell snatched fifth, followed by Heiser, Barnes, Ienatsch and Kipp. David Deveau rounded out the top 10 after running off the track on lap three while trying to avoid the fallen Sam McDonald.

Yamaha continued its dominance of 600cc Supersport racing with FZR600s taking the top 20 places. •

Results

14-LAP AMA/CCS YOKOHAMA 600 S/SPRT FINAL: 1. John Ashmead (Yam); 2. Scott Zampach (Yam); 3. Larry Schwarzbach (Yam); 4. Robbie Petersen (Yam); 5. Kevin Rentzell (Yam); 6. Mark Heiser (Yam); 7. Mike Barnes (Yam); 8. Nick Ienatsch (Yam); 9. Tom Kipp (Yam); 10. David Deveau (Yam); 11. Cam Roos (Yam); 12. Doug Carmichael (Yam); 13. John Jacob (Yam); 14. Doug Tosten (Yam); 15. John Hopperstad (Yam).
RACE TIME: 26 min., 59.706 sec.
AVERAGE SPEED: 77.792 mph

AMA/CCS YOKOHAMA 600cc S/SPRT POINT STANDINGS: 1. Scott Zampach (106); 2. Cam Roos (91); 3. John Ashmead (85); 4. Tom Kipp (58); 5. Jeff Farmer (52); 6. Larry Schwarzbach (45); 7. John Eidenberger (36); 8. Mark Chin (35); 9. Mike Barnes (32); 10. Nick Ienatsch (30); 11. Bill Graef (24); 12. John Kocinski(20); 13. John Jacob (19); 14. Glenn Barry (18); 15. (TIE) Robbie Petersen/Doug Tosten/David Sadowski/Jon Roberts (16); 19. (TIE) Bill Loomis/Mike Moores (15).

World Champion David Thorpe took his fourth consecutive GP overall victory by winning both motos of the Swiss GP finale.

KTM-mounted Jacky Martens was the runner-up overall with 5-2 moto scores, and he ended up fifth in the final point standings.

World Championship 500cc MX Series: Final round

Thorpe takes fourth straight at Wohlen

By Alex Hodgkinson
File photos by Hodgkinson

WOHLEN, SWITZERLAND, AUG. 27

England's David Thorpe confirmed that he's rightly on top of the world when, two weeks after clinching the 500cc World Championship crown, he hammered the message home with another devastating double-moto win for his fourth successive GP victory in the Swiss finale to the series at Wholen.

The race was run in awful conditions after heavy rain fell for much of the previous night and during race day. With the title decided, the promoters were already expecting a smaller than usual crowd and the weather reduced it to an estimated 5000 spectators.

Although the title may have been decided, there was still a race for the runner-up in the series. In his first GP season Jeff Leisk, the 24-year-old Australian, outpointed defeated champion Eric Geboers for second place in the final standings and Geboers only just held on by two points to stay ahead of Kurt Nicoll and complete a Honda sweep of the top three.

Joining Thorpe on the rostrum at Wohlen were second-overall Jacky Martens and third-place Leif Persson, who claimed his first points of a troubled second half to the year.

A request by the HRC team for the race to be cancelled because of the track conditions was rejected, although the supporting four-stroke race was cancelled to give organizers time to pump at least some of the water from the track. And the next drama was a false start with the subsequent 30-minute delay in the program.

Most of the riders on the favored right side of the gate had already embedded their front wheels into the barrier before it was released a full 12 seconds after the five-second board. The rulebook says that the gate must drop between five and 10 seconds after this signal is given and the 20 riders who completed a lap had done so in vain. Mechanics had to wash the bikes by hand since machinery cannot be returned to the pits during the delay before a restart.

The riders were held for a long time again at the second attempt to start the race, but this time it was released just in time. While the fastest men from the inside line turned tight with the exception of Nicoll who drifted wide and surrendered four places after getting the holeshot, Geboers took out the rest of the pack as he simply failed to turn or slow down and went straight into the ropes. In doing so he ended the hopes of many others, including Billy Liles, Dietmar Lacher and Karl Sulzer.

Liles was far from pleased as he had also been leading the race at the first attempt when it was red-flagged, and neither was Lacher.

"I had a good start from the outside and was in the top 10, but Geboers just never turned and came flying across in front of us," said Lacher, who retired almost immediately as did Sulzer and Geboers. Liles never actually went down and rejoined the race fairly quickly.

"It would have been even faster but guys just kept slamming into me as they slithered out of control," Liles said.

At the front Persson had accepted the lead, while Martens, Thorpe and Georges Jobe had also cut inside Nicoll when he failed to turn as tight as he would've wished. On lap two Mervyn Anstie also got past Nicoll as the top six moved away from the rest of the pack.

With Geboers out, Leisk was looking to pick up as many points as possible in the battle for the silver medal and he was quickly up to 10th behind Ludovic Lucquin, Kurt Ljungqvist and Arto Pantilla before a crash dropped the Australian to 22nd.

Knowing that his lack of race fitness was going to be less of a handicap in the muddy conditions, Persson led without problems for three laps but then got a flat rear tire.

"With a 19-inch rear wheel it wasn't so much of a problem as it might have been," said Persson. But it was enough to cost him places on successive laps to Martens and Thorpe. Then Martens also got a flat, in front, and the way was open for Thorpe to ride unchallenged to the flag although Persson was never far behind.

Martens eased his pace a little bit too much at first and before he realized that he could've kept going faster, he was down to sixth and even starting to come under pressure from Lucquin and the Finns. Jobe had inherited third but he too had a flat tire and was passed in rapid succession by Anstie and Nicoll. Anstie's glory was to last less than a lap.

"I had a partial seizure and by the time I got going again I was down to 11th," Anstie said. "The motor was pinging a lot but I managed to keep it going until a few laps from the end when it seized solid."

That left Nicoll third and with a great chance of pulling back most of his points deficit on both Geboers and Leisk, but with two laps to go Nicoll got caught up in the trackside marking and gave third back to Jobe.

"Someone had clipped a post and I got the rope in the rear wheel as I went up the hill," said Nicoll.

Martens was fifth with Ljungqvist sixth ahead of Pantilla, who confirmed his mud reputation with his first points of the season. Franco Rossi seemed sure to finish ninth, but ran out of fuel halfway around the final lap. That gave Leisk an extra point which put him ahead of Geboers in the standings, with Nicoll a further nine behind. Martens' fifth virtually clinched the number five plate since Jobe would have to win race two to beat him, but Jobe was 15 points clear of Liles, who salvaged a single point from 15th place after a mid-race crash denied him a better score. He at least moved ahead of the absent Kees Van der Ven, who was still assured of automatic qualification for next season following the retirements of Dirk Geukens and Anstie.

After a lengthy delay to repair the track as well as possible, the second moto eventually started at five p.m. under sunny skies, which meant that conditions got heavier and heavier despite a couple of short showers before the race ended.

The extreme unfairness of the new start arrangement in Wohlen was never more clearly shown than at the start of moto two. Thorpe made a total mess of the start, but the difference in distance to the first corner meant that by turning tight he actually accelerated up the hill alongside Martens and Persson at the head of the field. At the top corner Thorpe took the line for a lead which he was never to lose throughout the race.

Only Martens could stay anywhere near Thorpe and by half distance even third-place Persson was nearly a minute behind. Persson had been under pressure from an early stage from Liles, Jobe, Leisk and Nicoll, but he didn't surrender his place until the race was 30 minutes old. By then Jobe had gone out with gearbox troubles, while Liles got plastic tape in his rear brake which rendered it ineffective.

For Leisk, Nicoll and Geboers, the race would decide the silver and bronze medals. Geboers had started poorly from his bad position on the gate, and from 13th on lap one he actually lost places and was danger of not finishing the championship in the top three.

Leisk was always ahead of Nicoll and it was going to take a major disaster to rob him of the silver medal, but Nicoll and Geboers were locked in conflict in the points table, racing half a lap apart.

As Nicoll passed the ailing Liles for fifth, so Geboers gained a place to 13th and evened the score. Nicoll's next victim was Persson and that gave him two points more, but on the same lap Geboers was gifted a place when Pantilla crashed and another when Karl Helin broke the exhaust and lost power, making the scores even once again.

With two laps remaining Geboers was almost a lap behind Thorpe as Nicoll closed dramatically on Leisk but Lacher, who had been closing on Persson, stopped for several minutes when his Honda seized and Geboers was safe if he could finish. Not sure what the position was, Thorpe made no attempt to lap his teammate.

"I realized it must have been close because he was trying everything he knew to stay ahead of me," said Thorpe. "I had a big enough lead that I didn't have to pass him anyway."

So Thorpe took the win to confirm he is best, Leisk clinched silver with third behind Martens in the moto, and a disappointed Nicoll was a few yards behind for fourth in the race and the championship standings. Geboers came in over two minutes later as the 10th-place finisher. •

Results

MOTO ONE: 1. David Thorpe (Hon); 2. Leif Persson (Hon); 3. Georges Jobe (Hon); 4. Kurt Nicoll (Kaw); 5. Jacky Martens (KTM); 6. Kurt Ljungqvist (Yam); 7. Arto Pantilla (KTM); 8. Ludovic Lucquin (Hon); 9. Jeff Leisk (Hon); 10. Jean-Charles Tonus (Hon); 11. Roberto Costa (Hon); 12. Stefan Larsson (Kaw); 13. Russell Jarrman (KTM); 14. Giuseppe Caspardone (Kaw); 15. Billy Liles (Kaw).

MOTO TWO: 1. Thorpe; 2. Martens; 3. Leisk; 4. Nicoll; 5. Persson; 6. Jared Smith (Hon); 7. Ljungqvist; 8. Maurizio Dolce (Hon); 9. Jarrman; 10. Eric Geboers (Hon); 11. Pantilla; 12. Dietmar Lacher (Hon); 13. Costa; 14. Karl Helin (Hon); 15. Marco Faussone (Kaw).

FINAL POINT STANDINGS: 1. David Thorpe (358); 2. Jeff Leisk (293); 3. Eric Geboers (279); 4. Kurt Nicoll (277); 5. Jacky Martens (215); 6. Georges Jobe (180); 7. Billy Liles (165); 8. Kees Van der Ven (164); 9. Dirk Geukens (138); 10. Mervyn Anstie (125); 11. Leif Persson (115); 12. Dietmar Lacher (107); 13. Jacky Vimond (88); 14. Jo Martens (68); 15. Karl Sulzer (57); 16. Kurt Ljungqvist (48); 17. Leo Combee (42); 18. Ron Lechien (40); 19. Giovanni Cavatorta (37); 20. Franco Rossi (36).

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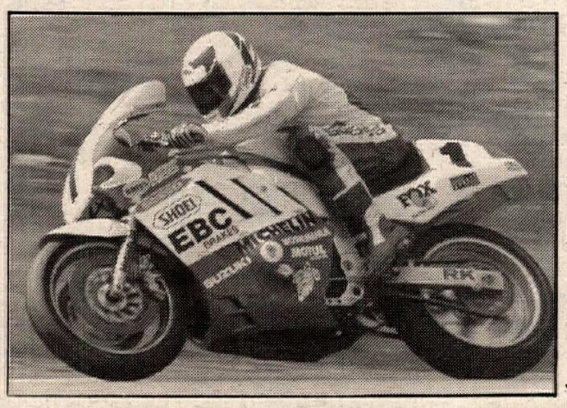

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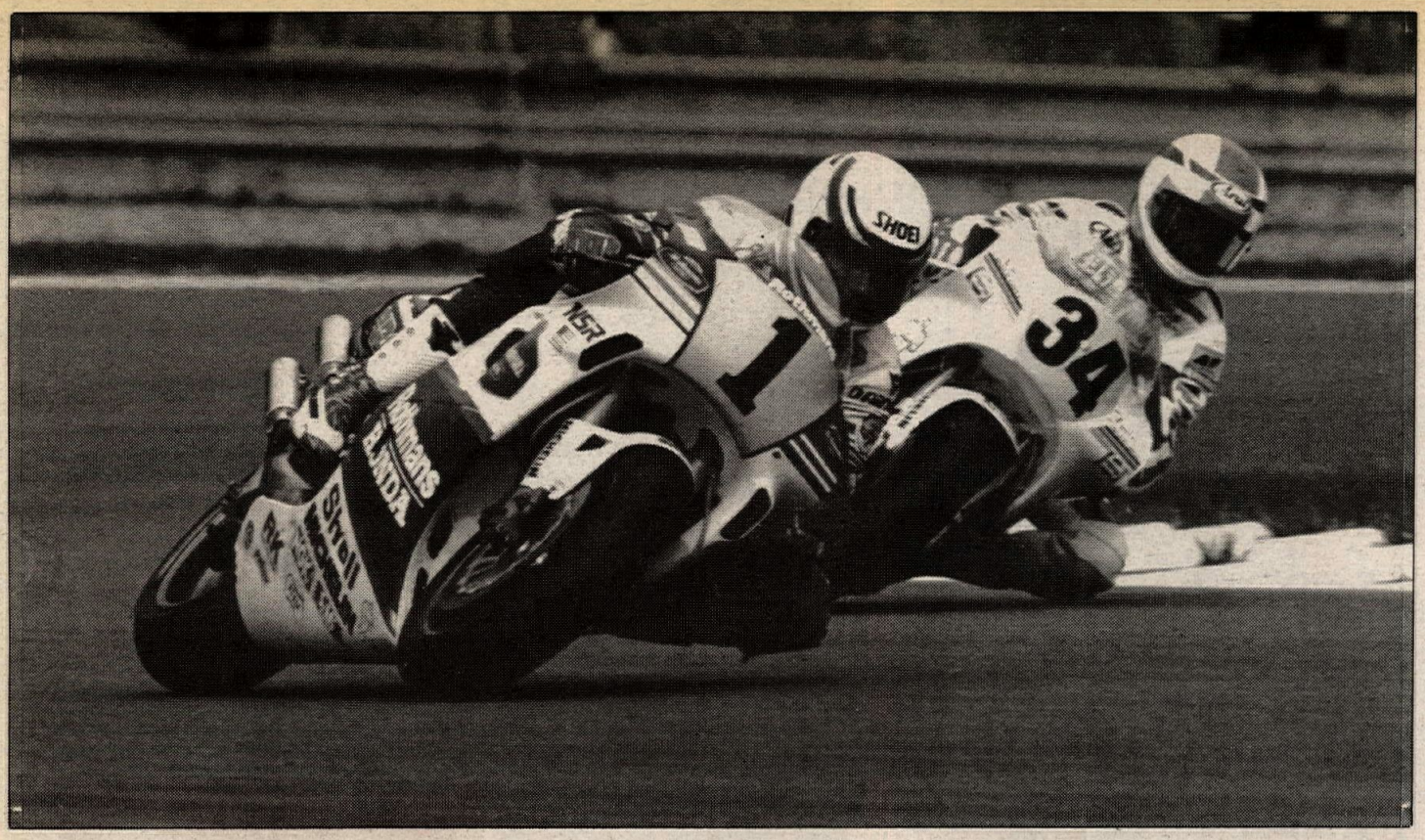
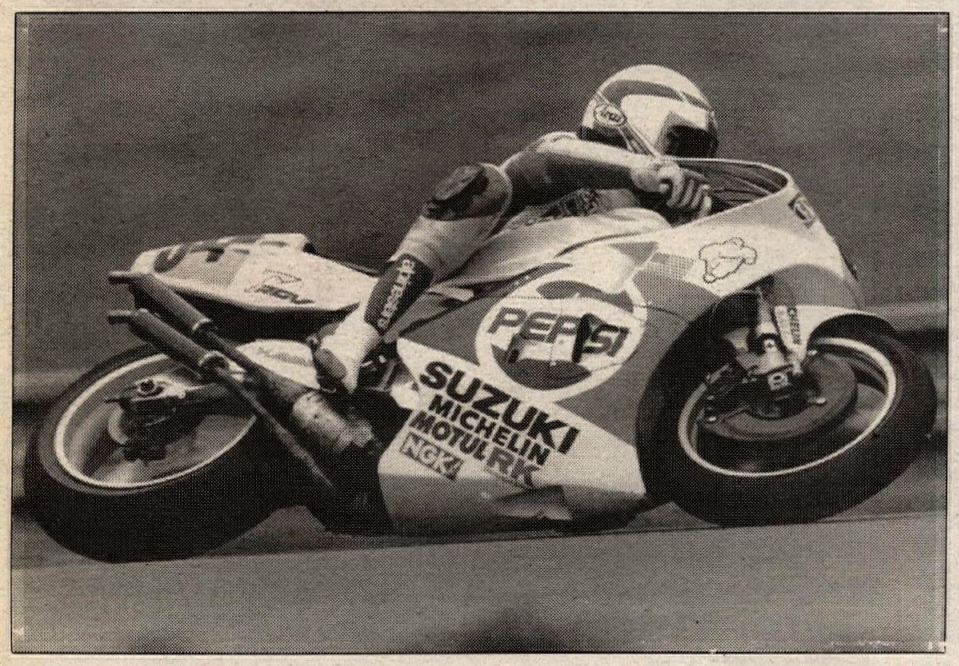


Defending World Champion Eddie Lawson (1) and Kevin Schwantz battle early in the 500cc GP in Czechoslovakia.



Kevin Schwantz took the victory, his fifth of the season on the Pepsi-Suzuki, by averaging 95.67 mph at the circuit in Brno.

Schwantz wins his fifth in Czecho GP

By Michael Scott
Photos by Patrick Gosling

BRNO, CZECHOSLOVAKIA

Drenching summer storms came just too late to help Wayne Rainey hold on to his dwindling hopes of his first World Championship; and the window of dry weather gave Eddie Lawson the chance to take one more step on the way to his fourth in Czechoslovakia last weekend.

Kevin Schwantz won the dry race, his Pepsi Suzuki leading for 14 of the 23 laps in front of a large Iron Curtain crowd packing the vast natural grandstands of the spectacular modern Brno circuit, a Communist showpiece in stark contrast to the bleak ranks of crowded concrete tower blocks just visible in the distance.

Lawson and his Rothmans Honda settled for second after blaming a too-soft rear Michelin for at least one dramatic slide. Rainey's Lucky Strike Yamaha, stricken throughout with tire problems from his substandard Dunlops — was a distant third, almost side-by-side with a dutiful Christian Sarron, although the Frenchman later denied he had helped his fellow Yamaha rider.

Once early leader Rainey had been overpowered, and Schwantz had established ascendancy over Lawson, the best battle of the race was for fifth. It was won by Pier-Francesco Chili's Pirelli-shod HB Honda, from Niall Mackenzie's Marlboro Yamaha, with Kevin Magee on the Lucky Strike Yamaha and Ron Haslam on the Pepsi Suzuki dropping back.

Wayne Gardner continued his run of bad luck, when the new Honda chassis he was testing spit him off, aggravating his convalescent broken left leg, and putting him out of the race. "If I'd been fighting for the title, I probably would have raced," he said.

The 250cc class saw 1989 Champion Sito Pons thwarted in his aim to win the last three races of the year; and gave the narrowest of victories instead to HB Honda rider Reinhold Roth, who had been passed on the last lap by a charging Marashiro Shimizu on an Ajinomoto Honda. Never say die, Roth forced outside of the Japanese rider on the last bend, and led across the line by one-thousandth of a second!

Three more World titles were decided at Brno, with Spain controlling the balance of power. First, Peter Oettl of West Germany gave the last-ever 80cc World Championship away with a last-lap crash — the grateful recipient was Manuel Herreros, helped along by number-one Derbi teammate Jorge Martinez.

Then teenager Alex Criville took a convincing and ice-cool race and championship win in the hotly contested 125cc class. At 19, he is the youngest-ever World Champion, days younger than was Venezuelan Johnny Cecotto when he clinched the 350cc title in 1975.

Finally, minutes before the storm broke, Steve Webster and Tony Hewitt steered their sidecar to third in the race, and their third successive World Championship in the class.

500cc Practice

Now three years old, the superb Brno circuit has gained a few bumps, which further complicate the demands of a long lap with a string of second- or third-gear bends without much camber, with well over half of them running downhill. (The payoff is an uphill spurt at the end of the lap that makes a far better measure of horsepower than any stated output figures.)

The downhill bends throw the weight forward, emphasizing the role of the front wheel, with front tires taking a beating, and little opportunity to slide by spinning the rear. One common modification was to lower the rear ride height to compensate . . . which then overloaded the back wheel on the short but important uphill section. A matter of compromise.

Once again, the Schwantz/Suzuki combination proved equal to the percularities, and he dominated practice, setting his ninth pole position out of 14 races, again putting it down to the Suzuki's nimble steering. "It doesn't seem to wear the front tire too much," he said. "That's real important here. I can see the other guys are having problems."

Nor was he at any disadvantage up the punishing hill, usually clear Honda territory. Team speed guns showed the Suzuki was very little slower at that point, made up for by its strong jump out of the previous corner.

The sole surviving full-works Honda was Lawson's, which qualified second by just over two-tenths. His perfectly timed return to top form meant he looked good all the way round in spite of his Honda's poor steering. Calm but deadly, he promised he would not choose the easy option of just following Rainey round. "It's as hard trying to finish third as first. I'll forget about the points, and try and win, like I have been all year," he confirmed.

Lawson and Gardner had tested here the week before the race, and Lawson said: "I still haven't matched the time I set at the start of that practice." A statement that could not be verified, but another valuable piece of psychological one-upmanship over title rival Rainey. What was certain was that the Honda's superior speed would serve him well here. "Now I know why Wayne (Gardner) won here for the last two years," he grinned.

Gardner's phased return to racing was yet again abruptly interrupted, and any confidence he may have regained with his lucky rostrum third place in Sweden was shattered when he fell heavily on the first day of practice. Luckily, his leg was not also smashed again, but it took a heavy knock, and was both painful and badly swollen. He decided to opt out.

Rainey, switched from top dog to underdog by his Swedish spill, found little comfort at Brno. As last year, the Dunlops just didn't really work here, compared with the Michelins and even Chili's Pirellis; and though considerable efforts had him third through most of practice, in the end he couldn't even hang on to that, dropping to fourth, more than seven-tenths behind Christian Sarron's Yamaha, and more than 1.8 seconds behind Schwantz. "We've tested everything we have. Basically, we're stuck," Rainey admitted.

Final denizen of row one was Mackenzie, who believed he had found the right front Michelin to solve the persistent front-end sliding problems that his hard-leading style causes. He knocked fellow-Briton Haslam to row two, the number-two Suzuki rider at last showing some of his former speed, although he admitted that the thumb injuries sustained at Spa were still only good for 10 laps. "I hope it'll be a close race, then I won't have time to feel the pain," he grinned.

Magee was caught in the same tire bind as Rainey, and further hampered by engine trouble early in practice. He qualified seventh, alongside Haslam, and like Rainey was hoping for rain.

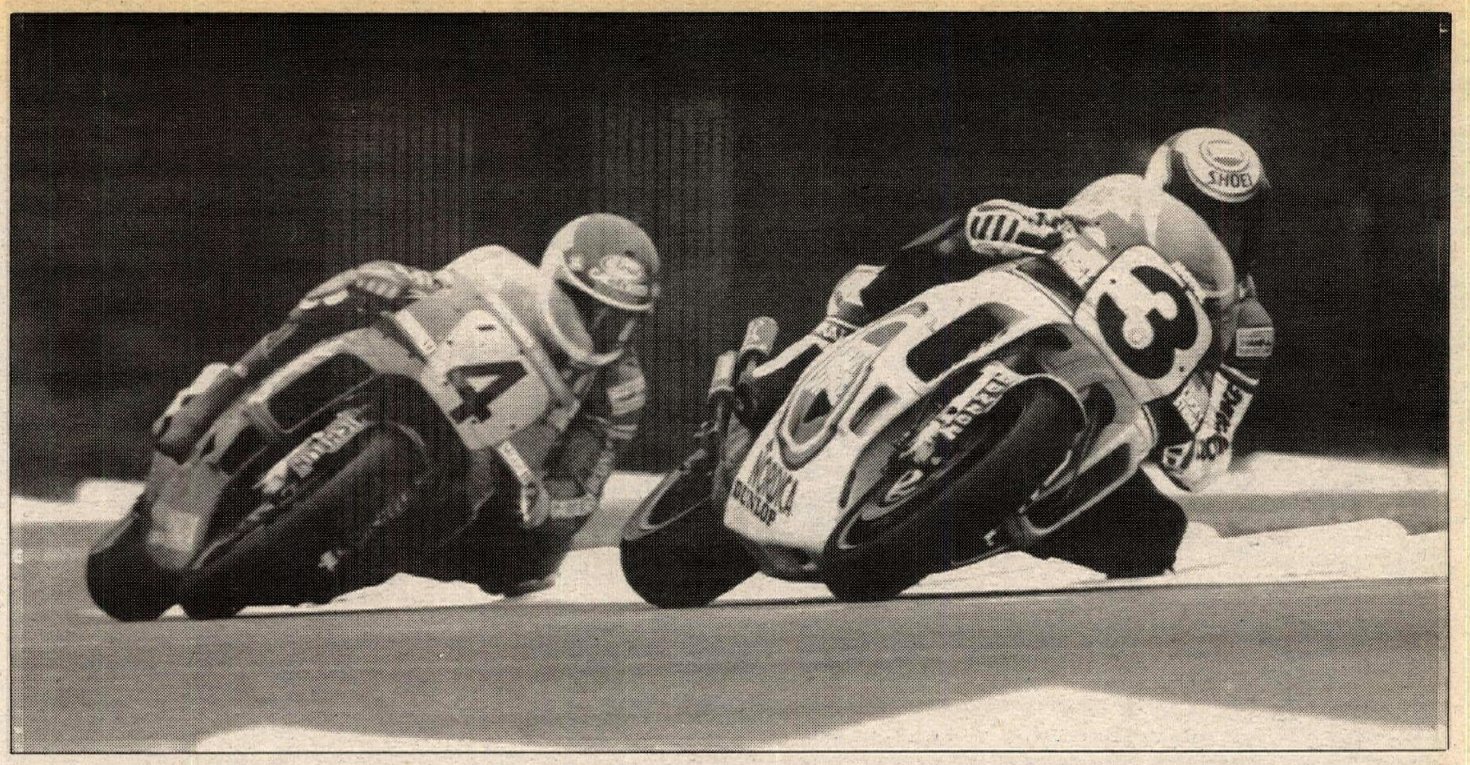
Chili and Taira finished off row two; row three saw Rob McElnea in his apparently pre-destined 10th place; ahead of the returned Randy Mamola's Cagiva, which at last seemed to lack nothing except horsepower. Then a pair of 500cc class rookies: Frenchman Adrien Morillas, who has been making a good job of riding the injured Dominique

Sarron's Elf-Honda NSR; and first-timer Alberto Rota, an Italian 250 privateer having an outing on the spare Marlboro Yamaha left by Spencer's departure, and ending up 14th overall. Jean-Phillipe Ruggia rode a YZR500 in unofficial training too, but his planned debut was cut short when he crashed in the first 250 session.

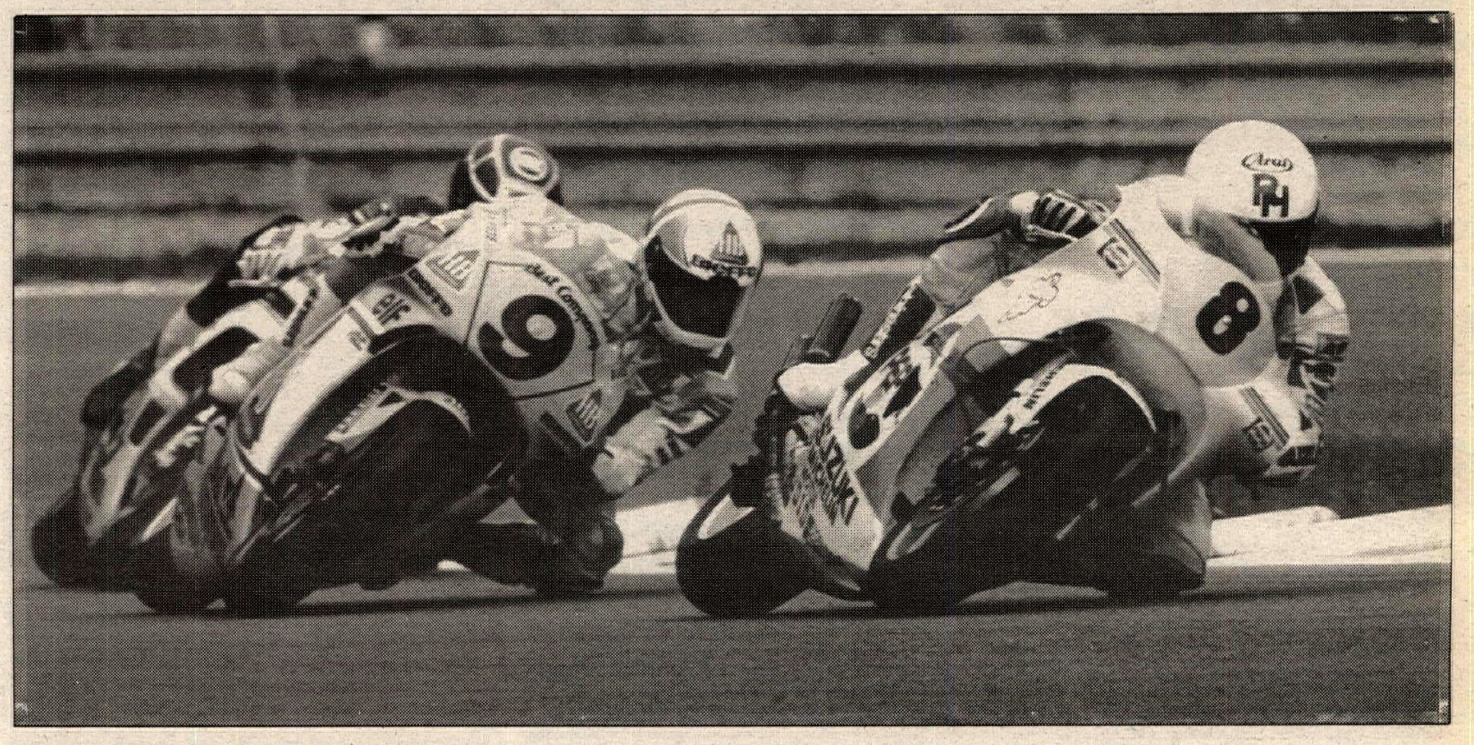
More privateers than ever packed the grid with Honda triples and old Suzukis — something to do with the old bikes dropping away to the bottom end of Europe, perhaps? But the usual dismal procession was replaced with a fierce battle for places on the grid, and just over two seconds separated Juan Lopez Mella in 15th place and Cees Doorakkers in 26th. Simon Buckmaster and Michael Rudroff for once found themselves in the middle of a promising mid-field race.

Wet weather would turn Rainey's and Magee's Dunlop drawback into an asset. Sure enough, race day dawned rainy, and fresh showers kept the track wet well into the morning. By lunchtime, however, it was dry; and the floods held off until minutes after the end of the sidecar race.

Two hours might have made all the difference.



Wayne Rainey (3) and Christian Sarron (4) battled throughout for third place with Rainey getting the nod.



Ron Haslam (8), P.F. Chili (9) and Kevin Magee were this close for most of the race; Chili finished fifth.

500cc Race

Rainey flew away as usual, but there was desperation rather than confidence in his first-lap lead, and he had Lawson and Schwantz close behind. On lap three, Schwantz leapt from third to first; one lap later Lawson had pushed Rainey to third; then a brief slip from Schwantz saw both of them pile past him again, with Lawson now opening up a gap of just over 1.5 seconds.

At this stage, the fifth out of 23 laps, Lawson looked as though the Honda power might do for him what it had done for Gardner the previous two years . . . give him a comfortable runaway win. But while Sarron was tagging on in fourth place, Schwantz found his way past Rainey on the sixth lap, and remorselessly closed up on Lawson's whooping NSR.

On lap 10, they were together as they closed up on the backmarkers, and Schwantz' flickable Suzuki easily took advantage of them to take the lead yet again. This time, Schwantz was unbeatable, and though Lawson hung on grimly for three more laps, a perilous slide of his own on the entry to the uphill straight convinced him not to push his luck, and he settled for second.

Rainey was riding his heart out, but unable to stop his two season-long rivals from gradually drawing ahead. Sarron was with him, and could clearly see the sort of trouble he was having. Yet again, the French veteran was left to decide whether to help a fellow Yamaha rider or to fight his own battle.

If Lawson won and Rainey was fourth, that would clinch the title (subject to the still-disputed Belgian results standing). But when Lawson lost the lead, that cleared Sarron to go ahead, which he did briefly; then may have thought better of it, and dropped back again. At this stage, a trackside video caught Rainey frantically gesturing Sarron to stay behind; and he did so until the end, eventually crossing the line almost side by side, but half a hundredth behind.

After the race, he denied that he'd given third place away. "I tried to get ahead, but I couldn't," was all he would admit. But few believed him, and Michelin were especially angry, asking rhetorically: "Would he have done the same for you?" (Answer, probably not — Lawson was disgruntled here last year at having had to fight Rainey for second place in his own championship title.)

If this meant a procession for the latter part of the race, the battle for fifth was fascinating. Magee had got past Chili on the second lap, then Haslam moved through to threaten him. Mackenzie, meantime, was on the march back towards the front, once he'd recovered from a near-terminal front-wheel slide that dropped him to 10th on the first lap.

With the Australian already in tire trouble, Haslam took fifth place on lap six, and held it until lap 10, exactly the time he predicted his hands would start playing up. Instead, he blamed a sliding front tire for the fact that he gradually dropped to the back of the group, which now had a charging Mackenzie in its midst.

In the end, the increasingly impressive Chili prevailed over the Scotsman, with Magee unable to keep touch, and Haslam another two seconds down.

Taira held a lonely ninth almost throughout; some way behind, Morillas's Elf-Honda prevailed over a gesticulating Mamola and the fading McElnea; Rota won his private battle with Valesi by five seconds; while Swedish air force pilot Peter Linden narrowly prevailed over Lopez Mella after an excellent race-long battle for the last remaining point. Ireland's TT-winning Eddie Laycock was less than two seconds behind in one of the best privateer scraps of a thin year.

Rainey's third to Lawson's second gives the Yamaha rider one last chance — but he needs a miracle, like him winning in Brazil on September 17, and Lawson finishing no higher than 15th.

Stranger things have happened, but not very often.

250cc Race

Ruggia put himself out for the rest of the season with a heavy fall in the first practice that broke his wrist. This left it to the Hondas, and the HB variety led practice from the start, first Helmut Bradl then his senior teammate Roth, only the 36-year-old's second pole in his long career. Pons was third, but another Honda tour-de-force was prevented by Luca Cadalora, who put his Yamaha fourth after a slow start, and pushed Bradl to the far end of row one.

Earlier, the rapid Aprilias had looked strong, but Martin Wimmer fell heavily on day two, lucky to escape with a banged hand; and Didier de Radigues could do no better than 10th in the end; his works bikes barely faster than the private machine of Carlos Lavado, who is rapidly finding his feet on the Italian-built, Rotax-powered V-twin.

Cadalora, however, made his usual lousy start, and while he and fellow Yamaha man Juan Garriga were left to a sometimes inspiring duel as they picked their way up through the field, the Hondas went on with the racing.

Cornu set off fastest, and led for five laps, by which time there'd been some considerable reshuffling behind as some fast starters settled to their normal level, and vice versa.

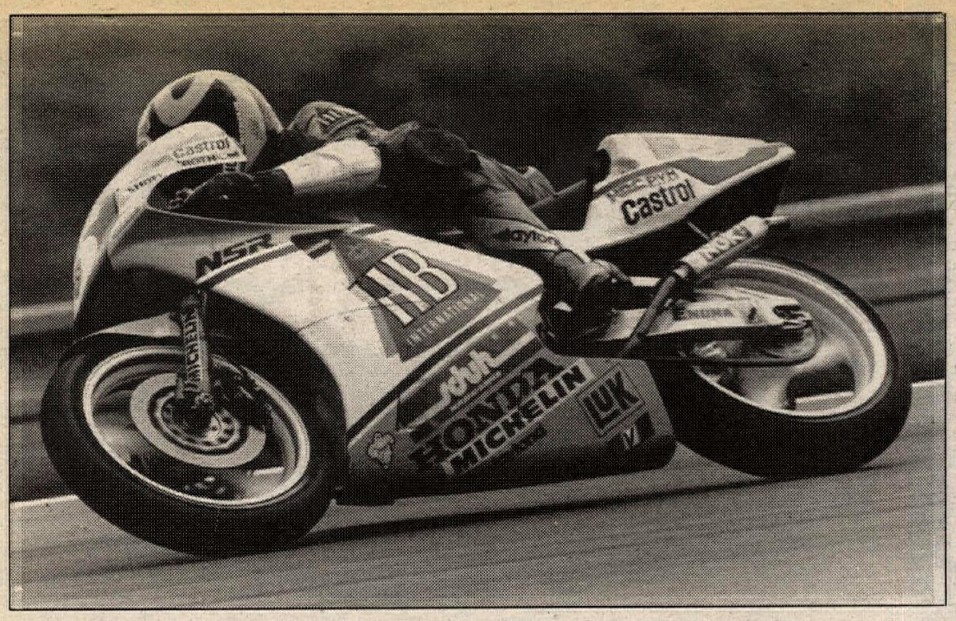
Cornu first succumbed to Pons, who was resolved to win this one with no prisoners taken. However, his interpretation of how to make the Honda handle was not as good as it might have been, and he was overpowered at once by Roth.

The German led from lap six, and seemed able to maintain his position ahead of the brawl, which soon had Shimizu passing Pons and Cornu, obviously in very determined mood.

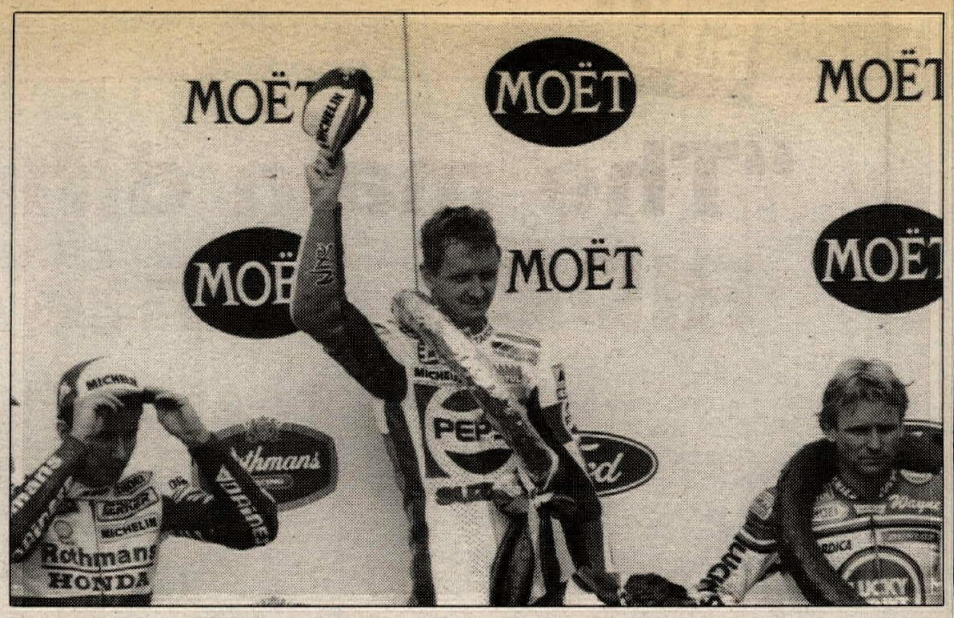
Pons had one more crack at the lead, but his suspension problems had both his rivals ahead of him again one lap later, with Cornu unable to do anything about Shimizu.

Then, on the last lap, the Japanese rider dived past Roth with a piece of daring outbraking, and held the advantage to the very last corner.

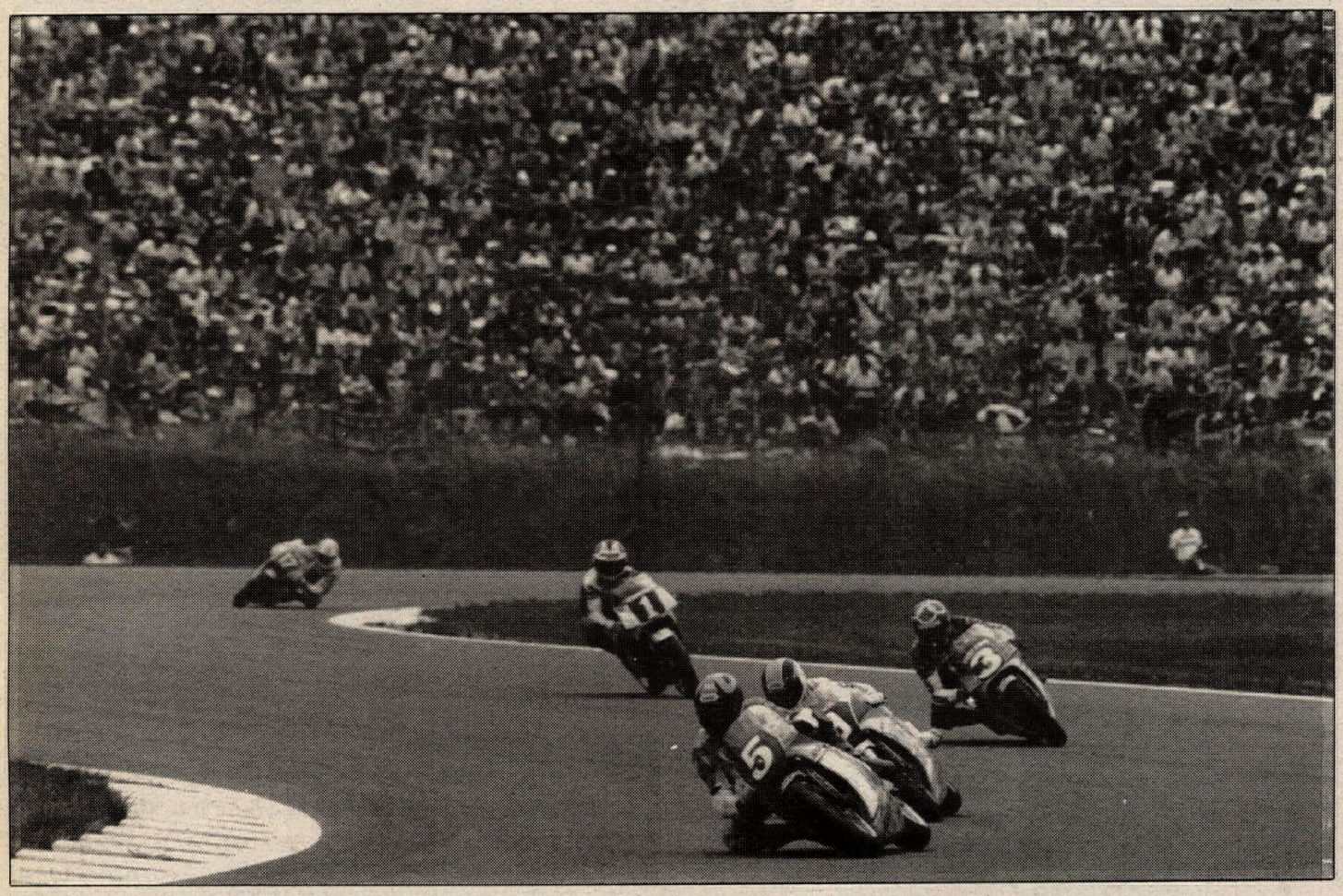
The Japanese rider held a tight line, to protect himself from any last-ditch outbraking bid, and this gave Roth enough of a chance. "He was better than me on the brakes, then he'd spoil my line. Now he was slow into the last bend, and I saw a way round the outside."



Reinhold Roth (5) won his second 250cc GP of the season, topping Masahiro Shimizu and Jacques Cornu in the Czechoslovakian GP.



(From left to right) Eddie Lawson, Kevin Schwantz and Wayne Rainey celebrate their 1-2-3 finishes in Czecho; Lawson leads the title chase.



Roth (5) leads Shimizu (9), Cornu (3) and recently-crowned, two-time World Champion Sito Pons (1).

He took it, got the better drive, and the lead see-sawed between the pair for the 200-meter dash to the flag, with Roth finally taking victory by an unimaginable thousandth of a second.

Cornu was third, but amiable as ever, even though Roth was now on equal points for the championship, because it had been such an excellent race.

With Pons a close fourth, the next battle was for fifth. Bradl had been alone for most of the race, but Cadalora finally caught up with one lap to go, and Garriga on his tail. Bradl had enough to hold the Yamahas off, however.

Some distance back came Carlos Cardus, with a raft of minor problems; then Lavado, the eventual winner of a fierce privateer's dice with fast-starter Alex Barros.

125cc Race

Spanish JJ Cobas rider Alex Criville needed only to come sixth; instead he mixed it with a fierce fight for the lead, before galloping away until he had established a comfortable five-second cushion. His first World title was achieved in masterly fashion, and the talented youngster remained cool as ice on the rostrum. Surely, this is just the first of many titles.

His biggest threat came from Japan's Kohji Takada (Honda), who also broke free from the battle and was closing on Criville, setting the fastest lap as he did so, when his exhaust split.

This left Spaan to scrap for second, eventually prevailing over fellow Honda rider Stefan Prein, the pair of them dropping Jorge Martinez's Derbi slightly in the closing stages.

Honda-mounted Ezio Gianola had a lackluster race, robbed of enthusiasm by missing yet another crack at the title. He was sixth behind Hisashi Unemoto.

80cc Race

Derbi's Manuel Herreros and Krauser's Peter Oettl came to Czecho equal on points. Whoever finished ahead of the other would be the last 80cc champion.

It didn't matter much, therefore, that Spaniard Herri Torrontegui won the race going away — the real battle was for second, with Oettl's extra speed giving him the upper hand in spite of some rather obvious barging and banging tactics by Herreros and the teammate Martinez.

Until three bends from the end, however, when the young German's power became an embarrassment. He was ahead of the Derbis and apparently set for the crown when he opened up a tad too early and tossed the Krauser away.

The title win unleashed a storm of frenzied emotion from Herreros, in sharp contrast to Criville in the 125cc class. Torrontegui moved to second overall, with Dorflinger third, and the luckless young Oettl down to fourth.

Sidecar Race

The race got underway under gathering storm-clouds, with pole-starter Rolf Biland taking an early lead, only to pull off after one lap with his sidecar wheel spindle breaking. Derek "Crazy Horse" Jones was also out by now, having overturned his three-wheeler for the third time this season.

Streuer came through to take the lead, then the Egloff brothers moved into second — but Webster needed only to come in 10th, and could afford to take it relatively easy. He still went hard enough to keep Allain Michel in fourth.

Webster's safe finish gave him his third sidecar title in succession, putting his name up among the World Championship greats. ●

Results

500: 1. Kevin Schwantz (Suz); 2. Eddie Lawson (Hon); 3. Wayne Rainey (Yam); 4. Christian Sarron (Yam); 5. Pier-Franchesco Chili (Hon); 6. Niall Mackenzie (Yam); 7. Kevin Magee (Yam); 8. Ron Haslam (Suz); 9. Tadahiko Taira (Yam); 10. Adrien Morillas (Hon); 11. Randy Mamola (Cag); 12. Rob McElnea (Hon); 13. Alberto Rota (Yam); 14. Alex Valesi (Yam); 15. Peter Linden (Hon).
RACE DISTANCE: 23 laps, 77.09 miles
RACE TIME: 48 min., 20.649 sec.
AVERAGE SPEED: 95.67 mph
FASTEST LAP: Kevin Schwantz (2:04.408, 96.99 mph)

250: 1. Reinhold Roth (Hon); 2. Masahiro Shimizu (Hon); 3. Jacques Cornu (Hon); 4. Sito Pons (Hon); 5. Helmut Bradl (Hon); 6. Luca Cadalora (Yam); 7. Juan Garriga (Yam); 8. Carlos Cardus (Hon); 9. Carlos Lavado (Apr); 10. Alexandre Barros (Yam); 11. Wilco Zeelenberg (Hon); 12. Paolo Casoli (Hon); 13. Didier de Radigues (Apr); 14. Daniel Amatriain (Hon); 15. Manfred Herweh (Yam).
RACE DISTANCE: 20 laps, 67.03 miles
RACE TIME: 43 min., 33.888 sec.
AVERAGE SPEED: 92.32 mph
FASTEST LAP: Juan Garriga (2:09.670, 93.05 mph)

125: 1. Alex Criville (Cob); 2. Johannes Spaan (Hon); 3. Stefan Prein (Hon); 4. Jorge Martinez (Der); 5. Hisashi Unemoto (Hon); 6. Ezio Gianola (Hon); 7. Kohji Takada (Hon); 8. Allan Scott (Hon); 9. Alfred Waibel (Hon); 10. Adi Stadler (Kra); 11. Robin Affleyard (Hon); 12. Taru Rinne (Hon); 13. Dirk Raudies (Hon); 14. Fausto Gresini (Apr); 15. Heinz Luthi (Hon).
RACE DISTANCE: 17 laps, 56.95 miles
RACE TIME: 39:20.521
AVERAGE SPEED: 86.412 mph
FASTEST LAP: Takada Kohji (2:17.252, 87.71 mph)

80: 1. Herri Torrontebui (Kra); 2. Manuel Herreros (Der); 3. Jorge Martinez (Der); 4. Jorg Seel (See); 5. Stefan Dorflinger (Kra); 6. Luis Alvaro (Kra); 7. Padlo Priori (Kra); 8. Gabriele Gnani (Gna); 9. Berno Voelkel (See); 10. Bogdam Nikolov (Kra); 11. Jamie Mariano (Cas); 12. Jos Van Dongen (Cas); 13. Bert Smit (Kra); 14. Janos Szabo (Kra); 15. Hunter Schirnidfer (Kra).
RACE DISTANCE: 13 laps, 43.55 miles
RACE TIME: 31 min., 30.370 sec.
AVERAGE SPEED: 82.794 mph
FASTEST LAP: Torrontegui Herri (2:24.435, 83.354 mph)

SDCAR: 1. Streuer/De Haas (Yam); 2. Egloff/Egloff (Yam); 3. Webster/Hewitt (Kra); 4. Michel/Fresc (Kra); 5. Abbott/Smith (LCR).
RACE DISTANCE: 17 laps, 56.95 miles
RACE TIME: 37 min., 33.835 sec.
AVERAGE SPEED: 90.809 mph
FASTEST LAP: Streuer/De Haas (2:11.182, 91.776 mph)

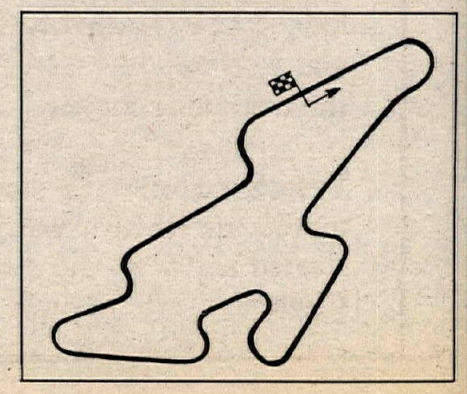
500cc WORLD CHAMPIONSHIP POINT STANDINGS: 1. Eddie Lawson (211); 2. Wayne Rainey (195.5); 3. Christian Sarron (157.5); 4. Kevin Schwantz (142.5); 5. Kevin Magee (128.5); 6. P-F Chili (122); 7. Niall Mackenzie (97); 8. Ron Haslam (75); 9. Michael Doohan (68); 10. Wayne Gardner (56).

250cc WORLD CHAMPIONSHIP POINT STANDINGS: 1. Sito Pons (247); 2. (TIE) Jacques Cornu/Reinhold Roth (180); 4. Carlos Cardus (150); 5. J-P Ruggia (110); 6. Luca Cadalora (106); 7. Masahiro Shimizu (99); 8. Juan Garriga (92); 9. Helmut Bradl (79); 10. Martin Wimmer (61).

FINAL 125cc WORLD CHAMPIONSHIP POINT STANDINGS: 1. Alex Criville (166); 2. Hans Spaan (152); 3. Ezio Gianola (138); 4. Hisashi Unemoto (104); 5. Fausto Gresini (102); 6. Kohji Takada (99); 7. Stefan Prein (92); 8. J. Miralles (90); 9. Jorge Martinez (72); 10. Allan Scott (54).

FINAL 80cc WORLD CHAMPIONSHIP POINT STANDINGS: 1. Manuel Herreros (92); 2. Herri Torrontegui (83); 3. Stefan Dorflinger (80); 4. Peter Oettl (75); 5. Gabriele Gnani (44); 6. Pablo Priori (41); 7. Bogdan Nikolov (40); 8. Jorge Martinez (35); 9. Jaime Mariano (33); 10. Jorg Seel (32).

FINAL SIDECAR WORLD CHAMPIONSHIP POINT STANDINGS: 1. Webster/Hewitt (145); 2. Streuer/De Haas/Schnieders (134); 3. Michel/Fresc (109); 4. Biland/Waltisberg (107); 5. Kumano/Simmonds (67).



"The main difference with DIRT RIDER is that it's not foo-foo. I can trust what it says."

—Dick Burleson

Name: Dick Burleson

Occupation: President, Dick Burleson Sports; enduro rider

Company description: "It's a consulting company. One thing I'm doing is race bike prep. An example is a bike I prepared for a trans-Amazon rally in South America. I'm also test racing bikes for DIRT RIDER, doing speaking engagements, and consulting on R&D for KTM America. I've also gotten involved in sailboarding and Hobie cat racing and am working to sell Hobie Surf and Sailboards in the eastern states."

Riding history: "I got the fever in the early '60s when I was 18. I bought a Honda 90 under the pretense that it would be transportation to my summer job. In truth, the job was at the water plant on Lake Michigan and the route was through the sand dunes. It took me a long time to get back and forth to work, and I loved it! At the University of Michigan, my roommate was interested in motorcycles, and we did a lot of dirt riding. I bought a BSA 441 Victor, which I rode to class and in the dirt. When I worked up the nerve to go to a TT scrambles, I didn't have a clue as to what I was doing, but took second place. I went to a scrambles with another riding buddy, Sid Wells, and was completely bitten by the bug. He had a Husky and it seemed like he never worked on it, washed it or did anything. He looked at it, started it, and raced and won handily. That was really the beginning for me."

Track record: "I started racing motocross when it was just getting started and won the Amateur Championship in 1970. Sid loaned me $500 to buy my first Husky and I rode the 1971 Trans-AMA series, finishing fourth overall and top American. Because of John Penton and his boys, I got more involved in enduro racing and rode my first Six Days at the Isle of Man in 1971. Between 1974 and 1981 I was the National Enduro Champion and won eight gold medals at the ISDE."

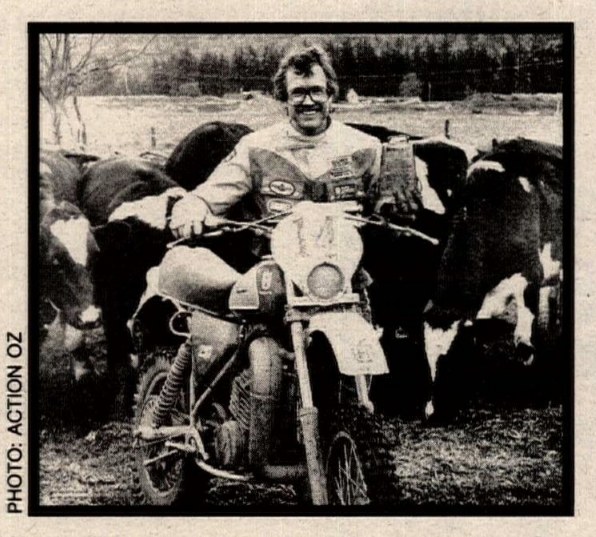


PHOTO: ACTION OZ

PHOTO: BRIAN D. PALORMO

Professional background: "One of my roommates in college was Jack Lehto, who was eventually hired by John Penton to manage the Husqvarna Motorcycle Co. when John sold it back to Husky. When I graduated in mechanical engineering, Jack hired me to work in the technical services department. I continued on as racing team manager and technical services manager until forming my own company in 1988."

Bikes currently owned: "I ride a lot of test bikes, but own very few right now. My son has two Hondas, and I have a Husky from the 1978 Six Days, just as it finished the event, in my office."

Memorable event: "I race-tested a bike at this year's Alligator Enduro and took second overall. Having just turned 40, it was great to be able to ride competitively against 20-year-olds. One of the best things about motorcycling is that it makes you feel young."

Magazine: "The main difference with DIRT RIDER is that it's not foo-foo. I can trust what it says. It's not just a magazine to make you laugh or just for entertainment value, although there's a lot of entertainment in it. It has good, solid information. When I read a test or race report in DIRT RIDER, I know that's the way it really is. It's credible, believable."

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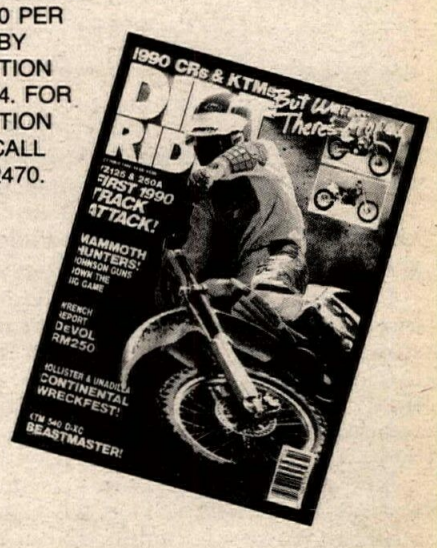

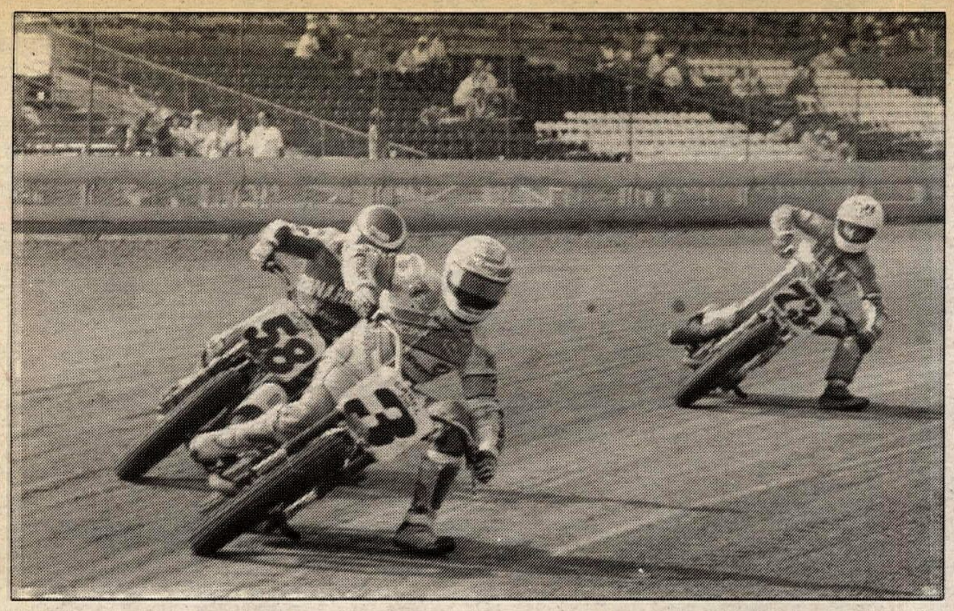

Winner Ricky Graham (3) leads runner-up Davey Durelle (58) and third place finisher Larry Pegram (73F) around the DuQuoin Mile oval.

Two-time Grand National Champion Ricky Graham edged out Davey Durelle at the finish line in the first-ever 600 National DuQuoin Mile.

IMDA's Tote Gray congratulates winner Graham (center) while runner-up Durelle (left) and third place finisher Pegram look on in "Glory Lane."

AMA 600cc National Championship Dirt Track Series: Round 7

Graham wins DuQuoin Mile, Carr clinches title

By Dave Hoenig

DUQUOIN, IL, AUG. 27

Two-time Grand National Champion Ricky Graham made one of his rare appearances in a 600cc National pay off as he won the first-ever DuQuoin Mile. "I told Ron (Wood) before the race that if I could just ride with them in the last corner, I could get out of their draft and win," said Graham after the race.

Ron Wood/Arai/Hi-Point/Kushatani Leathers/Matt's Muffler/Hog Wash-backed Graham came out on top of a race-long chess match with Davey Durelle and Junior rider Larry Pegram.

Defending 600cc National Champion Chris Carr saw his win streak stopped at four when he crashed in turn three on the fourth lap of the final, but the northern Californian retained his crown when Canada's Steve Aseltine — the only rider with hopes of overtaking points leader Carr — placed sixth. That left Carr with an insurmountable 22-point lead and a second straight 600 National title. Just one 600 National round remains in 1989, the September 23 Castle Rock (Washington) TT.

"I started sliding before the hay bales and I was about 15 bales down before I stopped," said Carr, a Harley-Davidson factory rider. "Luckily, I didn't get into them. I tried staying with it, to keep it running so I could get going again, but it just died."

Equally high temperatures and humidity left most of the riders looking for a way to stay cool between races. Heavy rain on Saturday left the track very wet on Sunday morning and track preparation pushed practice back about an hour. The moisture in the oval track lasted through practice but as time trials wound down the track slowed.

Time Trials

Sixty-five riders signed up for the program, but after practice only 62 turned in qualifying laps against the clock. Ron Wood/Shoei/Tsubaki/Perry's H-D/Hog Wash/North End Cycle-sponsored, Wood-Rotax-mounted Kevin Atherton turned in the fastest lap at 36.04 seconds, almost a full second quicker than Carr who logged a 37.02. Terry Poovey was third with a 37.13 tour of the southern Illinois oval. And Mike Hale, who is currently the top-ranked Junior rider, grabbed the pole position for the fourth and final heat race with a 37.23 lap.

Steve Aseltine, Graham, Audie Huff Jr., Dave Camlin, Larry Pegram and Dave Hebb rounded out the top 10 qualifiers.

Shad Reinke was the 48th and final qualifier with a cut-off time of 39.83 seconds. Jeff Dietz also logged a 39.83 after Reinke and was listed as first alternate.

Heats

Atherton immediately took control of the first heat over Pegram, Scott Stump, Mike Reid and Kris Kiser, but on the second lap the Michigan rider dropped back to seventh.

"We're having ignition problems," said Atherton. "It will run and then it will quit, then run again."

Pegram took control of the race ahead of Reid and Stump, but the fire came back in Atherton's bike and he charged to the front to stay. Pegram finished second after a multi-rider battle for the spot and Camlin took third.

Heat number two produced a five-rider battle as Dave Hebb jumped into the lead ahead of Carr, Huff, Andy Tresser and Aaron Hill. Carr took over the lead on lap two but it was Huff in front on lap four. Carr got back in front at the halfway flags but his pursuers never lost his draft. While running second, Hebb slipped off the groove on lap seven and that dropped him from contention. Juniors Huff and Tresser kept the pressure on Carr, but the defending champ won the race with Tresser second, Huff third, and Hill a close fourth but semi-bound.

Durelle and Erick Gruber were first off the line at the start of heat three but Poovey quickly dropped Gruber back a notch and drafted Durelle. Meanwhile, Wood-Rotax-mounted Graham was recovering from a poor start and slowly reeled in the lead duo, caught them on lap six, gained the lead on lap seven, lost it to Gruber on the next lap, and then regained it for good on lap nine. Durelle edged Poovey for second while a semi-bound Gruber held off Will Davis for fourth.

Junior rider Mike Hale dominated the last heat, scoring the biggest runaway victory of the day even though it was just over a second slower than the previous heat which Graham won. Erik Graybeal held second until the final lap when both Jamie Grylicki and Steve Aseltine drafted by to take second and third, respectively, with Graybeal finishing fourth and headed for a semi-final.

Semis

Only the winner from each of the two semis would advance directly to the final and it appeared as though Dave Hebb would be the man in the first go. Hebb was leading when the red flag came out on lap six after Peter Hook bailed in turn three. Hook was taken to the hospital with a suspected dislocated shoulder.

The restart saw Hebb in front again but Aaron Hill was on the move and he took over the lead on lap nine and stayed there to take the win with Hebb second and Stump third.

Will Davis took over the lead from Graybeal on lap four of the second semi, but Gruber charged and after working his way around Graybeal slipped by Davis at the finish line for the move and transfer spot.

Last Chance Qualifier

Hebb got the holeshot and engaged in a lead swapping battle with Davis that became a three-rider fight as Stump joined them on lap eight. The checkered flag saw Hebb take the win to advance to the final with Davis and Stump running a close second and third, but out of the program.

Junior Main

The 12 fastest Juniors from time trials were scheduled to compete in the main event, but five of them opted to sit out the race, because of mechanical problems or because they preferred to save their energy and machinery for the 600 National. Larry Pegram and Andy Tresser had qualified for the 600 National but raced the Junior final anyway. Pegram led the first eight laps, but Tresser blasted his HRD/ABC Body Shop/Deiss & Sons Marathon/Carl Tresser/Arai/Tsubaki/Sports Fuel/Kendall/Yoko Racewear/K&N-sponsored Wood-Rotax by Pegram on lap nine and held him off for the win.

600 National

Hale led the 15-rider field off the line at the start of the 18-lap National with Graham and Pegram close behind. The end of lap one saw Pegram lead Graham, Carr, Hale and the rest of the field across the start/finish line, but Graham was in front on lap two. Carr got in front momentarily, but went down in turn three and was out of the race.

Graham, Pegram and Durelle then waged a fierce battle for the lead, followed by Hale, Aseltine, Poovey — who was fighting the flu, Hebb, Camlin, Atherton, Huff, Gruber, Grylicki, Tresser and Hill.

Hale's race ended early with mechanical problems. "They were eating me alive in the corners and down the straightaways I couldn't make up any ground. Something definitely went sour in the motor," said Hale.

The halfway flags saw Durelle, Graham and Pegram cross the line bunched up with a small margin separating them from Hebb, Aseltine, Poovey, Huff and Camlin and a pack led by Atherton.

On lap 10 Atherton's race came to an end. "The bike just quit, then free-wheeled. I lost the front end," said Atherton in explaining the problem that left him against the turn two fence, his bike laying in the middle of the track and the red flag waving.

Graham led the single-file restart (lap 11) with Durelle and Pegram holding the front spot at various points around the track. Behind the front-runners, Hebb, Poovey, Huff and Camlin fought over fourth until lap 14 when Hebb split and caught the leaders' draft.

"I thought maybe I could win it until about three laps from the end," said Pegram. "I dove under Davey (Durelle) and he got too far sideways. I had to shut everything off and they (Graham and Durelle) launched away from me."

Pegram's backing out of the throttle also disrupted Hebb's charge and he settled into fourth behind Pegram.

The last two laps produced classic mile racing as Graham and Durelle went at it. "I kept on doing the same thing," said Graham. "I felt like shutting off before the start/finish line so Davey wouldn't think I could get him, but I didn't want Larry to possibly get back into the thing. I just kept going. I figured that he'd shut off and I had a little left over in reserve for the last corner."

What Graham had in reserve was all it took and he led out of turn four and across the finish line for the win.

"Early in the race I was able to pass pretty much wherever I wanted to," said Durelle. "By the end of the race . . . I don't know, maybe he was sandbagging. He was going through the turns as fast as I was but I was able to draft past him every lap. I thought I was going to be in the right position, letting him lead off turn four, but I just wasn't close enough. If I had been, I think I would have had it. I just didn't do it right. He definitely gassed it up that last lap."

Pegram finished third behind Durelle and Hebb was a tired but happy fourth. "I think I rode every race they had today," said Hebb.

The combination of the flu and the heat finally got to Poovey and after battling with Huff and Aseltine for fifth, the veteran racer dropped back four positions over the last two laps, finishing ninth, while Huff took fifth in front of Aseltine, Camlin and Grylicki. •

Results

18-LAP 600 NATIONAL: 1. Ricky Graham (W-R); 2. Dave Durelle (W-R); 3. Larry Pegram (W-R); 4. Dave Hebb (H-D); 5. Audie Huff Jr. (W-R); 6. Steve Aseltine (H-D); 7. David Camlin (H-D); 8. Jamie Grylicki (W-R); 9. Terry Poovey (H-D); 10. Aaron Hill (H-D); 11. Erick Gruber (W-R); 12. Andy Tresser (W-R); 13. Michael Hale (W-R); 14. Kevin Atherton (W-R); 15. Chris Carr (H-D).

JR: 1. Andy Tresser (W-R); 2. Larry Pegram (W-R); 3. Vern Browne (W-R); 4. Kris Kiser (H-D); 5. James Hart (Rtx); 6. Al Eadie (W-R); 7. Jim Hauptman (W-R); 8. Mike Hale (W-R); 9. Audie Huff (W-R); 10. Jamie Grylicki (W-R); 11. Steve Rasmussen (H-D); 12. Mike Eadie (H-D).

AMA 600 NATIONAL CHAMPIONSHIP DIRT TRACK SERIES POINT STANDINGS: 1. Chris Carr (96); 2. Steve Aseltine (74); 3. Will Davis (54); 4. Aaron Hill (47); 5. Kris Kiser (39); 6. Rodney Farris (32); 7. Ricky Graham (31); 8. Tim Mertens (28); 9. Dave Hebb (27); 10. Erik Graybeal (26); 11. Terry Poovey (25); 12. Andy Tresser (23); 13. Larry Pegram (22); 14. Dan Ingram (21); 15. Audie Huff Jr. (18); 16. Dave Durelle (16); 17. Mickey Fay (13); 18. Garth Brow (12); 19. Dan McDonnell (11); 20. (TIE) Ronnie Jones/Steve Morehead/Randy Roose (10).

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Greg Searle grabbed the lead 10 miles from the end of the 134-mile race to take the win barely one minute ahead of Garth Sweetland.

AMA National Championship Hare & Hound Series: Round 5

Searle sizzles to Wells-to-Wendover win

By Anne and Tom Van Beveren
Photos by Tom Van Beveren

WELLS, NV, AUG. 27

Honda privateer Greg Searle survived a grueling 134-mile sprint across northern Nevada to take the honors in round five of the championship series.

On a rugged point-to-point course that most racers described as the toughest they had ever seen in the National series, the CR250 pilot was charging hard all the way. He pushed through to grab the lead just 10 miles from the finish line and sprinted in to complete the dash from Wells, Nevada, to Wendover, Nevada, in just over three-and-a-half hours, barely one minute ahead of CR500 pilot Garth Sweetland.

"This is great — it really feels good to win," said Searle, after taking his first-ever National overall victory. "I had a good ride even though I fell down a few times, and I thought it was the best course I ever rode."

The race, which was the second round of National competition organized by Ron Dillon's USA Race Promotions, got rave reviews from all of the finishers.

"I think that's the best course I've ever ridden, there must be hours and hours of work in it," said top-ranked Vet Preston Gerber. "I don't know how Dillon ever put that much course together. We wanted a National-caliber course and we got it."

The race drew an equally enthusiastic response from the people of Wells and Wendover. Half a page of race information and a complete map of the course appeared in the local newspaper, and the event drew sponsors that ranged from the Nevada Commission on Tourism to Donna's Ranch, a local and legal brothel.

Even the local Highway Patrol turned out for the start of the event, trying to keep traffic moving on Highway 80 which was less than 100 yards downwind of the starting area and completely blanketed by the dust kicked up on the bomb run.

One hundred and sixty-three riders were on the line when the banner dropped for the first time at 7:30 a.m.

"The start was terrible," said YZ125 pilot Jimmy Lewis, who is used to AMA District 37's one-minute interval banner drops. "They dropped the banner after about 10 seconds and I didn't even have my foot on the starter. Everybody left before I got started and the dust was so bad I didn't see anything but helmets for a long time."

Even those who were ready for the fast banner had problems with the dust.

Jimmy Lewis was fourth overall, first in the 125cc Expert class.

"I did okay off the start and I was probably in the top 10 at the bomb, but the dust made it really tough," said Sweetland. "The dust was bad all the way to the first gas — at least for the first 25 miles. If you weren't leading, it was really hard to see."

The start of the race spelled disaster for southern California's John Braasch, who was tied for the 125cc points lead going into the event. Braasch reportedly crashed hard on the bomb run and was forced to drop out of the race, leaving arch-rival Jimmy Lewis with a clear shot at the 125cc series lead.

Other racers were lucky to make it to the start of the race at all.

"One of the Utah riders got the name of the race mixed up," said organizer Ron Dillon. "He thought it was Wendover to Wells, not Wells to Wendover, so he woke up in the wrong town and only just made it to the starting line in time."

Utah's Brandon Gerber won the drag race to the bomb and headed out into the first section of the course with a large cloud of dust tucked in behind him.

"It was so dusty that you really didn't know where you were off the start," said defending National champ Dan Smith (KTM). "We were all bunched together. I think I was about fifth or something."

The riders started to spread out as they tackled the first downhill and turned towards Wood Summit, and the tricky course started to take its toll. Smith was one of its first victims.

"I crashed about 20 miles into it and that was it for me," Smith told *Cycle News*. "I just hit a rock I didn't see. I banged my head pretty hard and I think I bruised a rib or something."

Kawasaki's Paul Krause dropped out of the running soon after. "I was about fourth at the bomb and worked up to second but the lower end went out about 30 miles into it and I just had to sit there," said Krause. "Dan (Smith) came by after a while so I hooked up a tow rope and he towed me into the first gas."

Gerber was still out in front as the racers went into the trees, down a short rocky downhill and into the first pit at the 43-mile mark. The Yamaha pilot, who was racing in the team division with Brent Fox, had a solid five minute lead and was heading out into the second section of the course before Greg Searle and Washington's Dan Harte reached the pits in an all-out battle for second. RM250 pilot Danny Hamel was the next racer through, with Sweetland and Idaho's Curtis Dice hard on his heels, and Lewis led the 125 class in seventh.

The top Over-30 racers were closely bunched as KTM's Scot Harden led the way through in eighth overall. Kerry Fowler was pushing hard just 12 seconds back and Lee Pearson was in striking distance less than two minutes behind.

The pace picked up as the course headed west from the first pit and Searle started to get into stride.

The battle for the Vet class honors was still going strong as the racers cleared gas two, 67 miles into the race, and headed into the tight trees and slippery shale that led into section three.

"I was with Harden in the first section and we were getting pretty close together, but then I got lost in the trees and I ended up battling with Fowler in the second section," said Husky pilot Pearson. "I ended up running into him and I think I hurt his leg."

Hamel was closing in on the Gerber/Fox KTM as the course headed towards Spruce Mountain and started the climb up to 11,262 feet.

But the best was yet to come.

"If they think going up there is interesting, wait until they see what they have to come down," said organizer Dillon. There's a 3500-foot downhill for them. Fresh, a guy would go right down it, but by the time they get there they'll be tired and it'll be a real test of man and machine."

Hamel took over the lead halfway down the hill when Brent Fox missed some markings and went down hard, and Searle lost his brakes halfway down the hill and made it to the bottom in record time.

The pace picked up even more as the course turned into the Black Forest section, ran through the Pequop Mountains and then hit a fast road leading to gas three at the 98-mile mark.

The racers faced a new challenge as they left gas three and tackled the final 36-mile run to the finish. Amateur and Novice racers, who had run a short loop from gas one to gas three to avoid the treacherous downhill, came back onto the main course and the 59-mile short cut put the front-running amateurs out in front of the long-course competitors.

"It was a lot of fun until we got into the novices and amateurs," said ATK pilot Steve Pitts. "We were back in the dust all over again and it's hard to deal with a lot of slower traffic when you're starting to get tired."

Out in front, Hamel was battling mechanical problems as well as the extra traffic.

"I was leading the race probably 110 miles into it. We were nearly at the end and then my carb fell out of the back of the airbox and my throttle stuck wide open," said Hamel.

Hamel's misfortune gave Searle the break he was looking for.

The CR250 pilot powered past the ailing Suzuki to take over the number-one spot and poured on the pace as the race drew to a close. Sweetland swept past Hamel into second and Harte sped by to take over third.

"I was trying to catch (Sweetland) but there was a lot of rough, flat stuff right at the end and I'm not as strong as he is in that," said Harte. "We don't have any long flats where I normally race and my arms needed to be a bit stronger. I guess I'll have to go back to the gym."

Further back in the pack, the Vet class battle was also heating up.

"I was seventh overall at the last gas and everything was looking good, but then the reed petals started going out and it wouldn't take any

throttle," said race-long leader Harden. "It wouldn't run at anything over a quarter throttle and there was nothing I could do."

Fowler caught up to Harden with 10 miles to go, and Pearson raced by hard on Fowler's heels.

The pace was frantic all the way to the finish line, but the come-from-behind bids ran out of time and Searle was still out in front when the checkered flag fell.

"It feels great to win one of these; I really had a good time out there today," said the Thor/Hallman/Smith/Big Valley Honda/Worthen Equipment-backed Searle.

Second-placed Sweetland was just as happy with his Open class win.

"I'm back to winning again," said Sweetland.

Harte rocketed home in third (second 250cc) in only his second National event.

Heads turned when Lewis's YZ125 screamed across the finish line in fourth overall.

"It needed to be 100 miles longer, then I would've caught them," said Lewis. His nearest 125cc rivals were Cagiva pilot Bryan Folks in 24th overall, and Jon Alberg in 28th.

Curtis Dice's CR500 crossed the line 10 minutes behind the race leader to claim fifth overall and Brent Fox bought the Gerber/Fox KTM home in sixth to claim the team win, despite losing his clutch in the final stages of the race.

Hamel nursed his RM250 home to claim seventh overall just ahead of Kawasaki pilot John Nielson, and Fowler led the Vet line-up home in ninth, with Pearson only seconds behind in 10th and Harden less than a mile behind in 12th.

Utah's Preston Gerber had to be helped from his bike after taking the Senior division win in 19th overall.

"I hit a wash just before the finish and compressed my back," said the KTM pilot. "I didn't see it so I hit it pretty hard, but I still had a great day. That was a fantastic course."

The first Amateur to cross the finish line was 250cc pilot Paul Pitts, who led the short-course field from start to finish. Second overall went to CR125 racer Matt Cranford and Ray Neill claimed the Open Amateur win in fourth. •

Results

O/A: 1. Greg Searle (Hon); 2. Garth Sweetland (Hon); 3. Dan Harte (Kaw); 4. Jimmy Lewis (Yam); 5. Curtis Dice (Hon); 6. Brandon Gerber/Brent Fox (KTM); 7. Danny Hamel (Suz); 8. John Nielson (Kaw); 9. Kerry Fowler (Hon); 10. Lee Pearson (Hus); 11. Alan Donaldson (Yam); 12. Scot Harden (KTM); 13. Alan Peterson (Yam); 14. Mark Lundgreen (Yam); 15. Duke Lambert (Yam); 16. Kelly Stewart (Hon); 17. Bruce Quale/Steve Quale (Yam); 18. Steve Pitts (ATK); 19. Preston Gerber (KTM); 20. Scott Meyer (Yam).

OPEN EX: 1. Garth Sweetland (Hon); 2. Curtis Dice (Hon); 3. John Nielson (Kaw).

250 EX: 1. Greg Searle (Hon); 2. Dan Harte (Kaw); 3. Danny Hamel (Suz).

125 EX: 1. Jimmy Lewis (Yam); 2. Bryan Folks (Cag); 3. Jon Almberg (Suz).

VET EX: 1. Kerry Fowler (Hon); 2. Lee Pearson (Hus); 3. Scot Harden (KTM).

SR EX: 1. Preston Gerber (KTM); 2. Bill Maxim (Kaw); 3. Carl Westkamp (Kaw).

WMN EX: 1. Anna Cody Merritt (Kaw).

TEAM: 1. Brandon Gerber/Brent Fox (KTM); 2. Bruce Quale/Steve Quale (Yam); 3. McQuiston/Vogeler (Suz).

OPEN AM: 1. Ray Neill (Hon); 2. Jim Clingman (Hon); 3. Michael McMichael (Yam).

250 AM: 1. Paul Pitts (CanAm); 2. Chance Maughan (Hon); 3. Mike Moore (Hon).

125 AM: 1. Matt Cranford (Hon); 2. Mace Coleman (Kaw); 3. Steve Lundgreen (Yam).

VET AM: 1. Charlie Spellman (Kaw); 2. Steve Davis (Yam); 3. Ron Sheehan (Hon).

SR AM: 1. Jim McCain (KTM); 2. Jim Peterson (Kaw); 3. Wade Tuma (KTM).

WMN AM: 1. Brenda Nuttall (Hon).

AM 4-STRK: 1. Andy Laycock (KTM); 2. Joey Anderson (Hon).

OPEN NOV: 1. Laurence Barbella (Yam); 2. Scott Campbell (Hon); 3. Neil Horton (Hon).

250 NOV: 1. Robert Chesley (Hon); 2. Dave Everman (Kaw); 3. Don Gable (Hon).

125 NOV: 1. Josh Holliman (Kaw); 2. Shawn Chavez (Suz); 3. Darin Hardy (Yam).

VET NOV: 1. Steve Pirro (Hus); 2. Wayne Turner (ATK); 3. Jon Von Der Leith (Yam).

SR NOV: 1. Gary Thompson (Hon); 2. Jack Bunch (Hon); 3. Harry Hoffman (Hon).

NOV 4-STRK: 1. Craig Hartsell (ATK); 2. Jack Baughman (Yam); 3. David Plummer (Hon).

OVER 50: 1. Jerry Rowley (Yam); 2. Robert Hutchings (Hon); 3. Ray Patton (KTM).

DINO: 1. Duane Quale (Suz).

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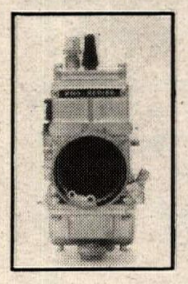

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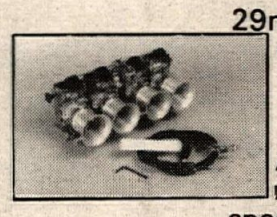

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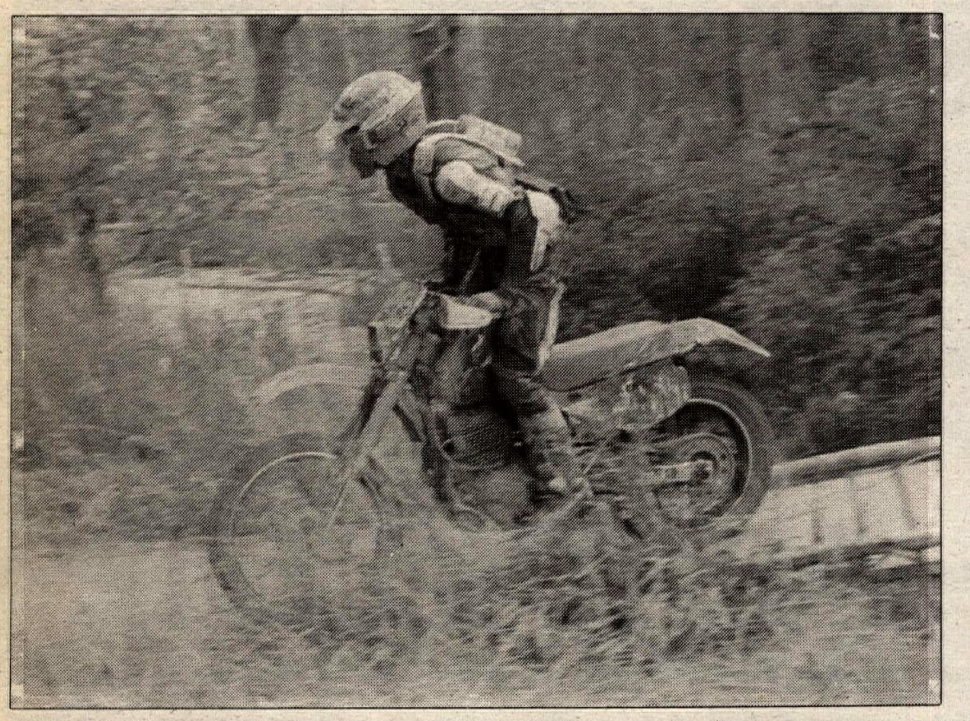
Ed Lojak (N2) captured the overall win at the Black Coal National Hare Scrambles and moved into a three-way tie in the series point standings.



Honda XR600 four-stroke rider Scott Summers finished 10 seconds behind Lojak for second overall. Summers was leading until he fell.

Despite a so-so start and getting stuck in a mudhole, Kawasaki KX250-mounted Scott Plessinger came back to finish third overall.

AMA National Championship Hare Scrambles Series: Round 10

Lojak sacks Black Coal National HS

By Merle Acord

LYNNVILLE, IN, AUG. 27

Team Yamaha's and Lojak Cycle-sponsored Ed Lojak edged Sportstown USA-sponsored Scott Summer's Honda XR600 by 10 seconds at the annual Black Coal National Hare Scrambles, hosted by the Illinois Indiana Kentucky Enduro Riders M.C. Team Kawasaki's Scott Plessinger was third overall, four minutes off the pace.

The former National Champion, Lojak, completed the six 11.2-mile loops of tight woods trails, some open fields and a couple of mudholes in just under three hours, winning his second National overall of the season. The win threw the points standings into a three-way tie between himself, Summers and Plessinger.

"If I win the next race, I'll be in a good position to take the championship," said Lojak.

Lojak, first off the line in the first of six waves from dead-engine starts, led a tightly knotted group of riders: Summers, Plessinger, Kevin Brown, Jim Stanfield, Mark Hyde and Ron Naylor.

At the end of the first, 35-minute loop, Lojak was a few bike lengths ahead of Jim Stanfield and the rest of the field. It was not until after the second loop that the field began to spread out.

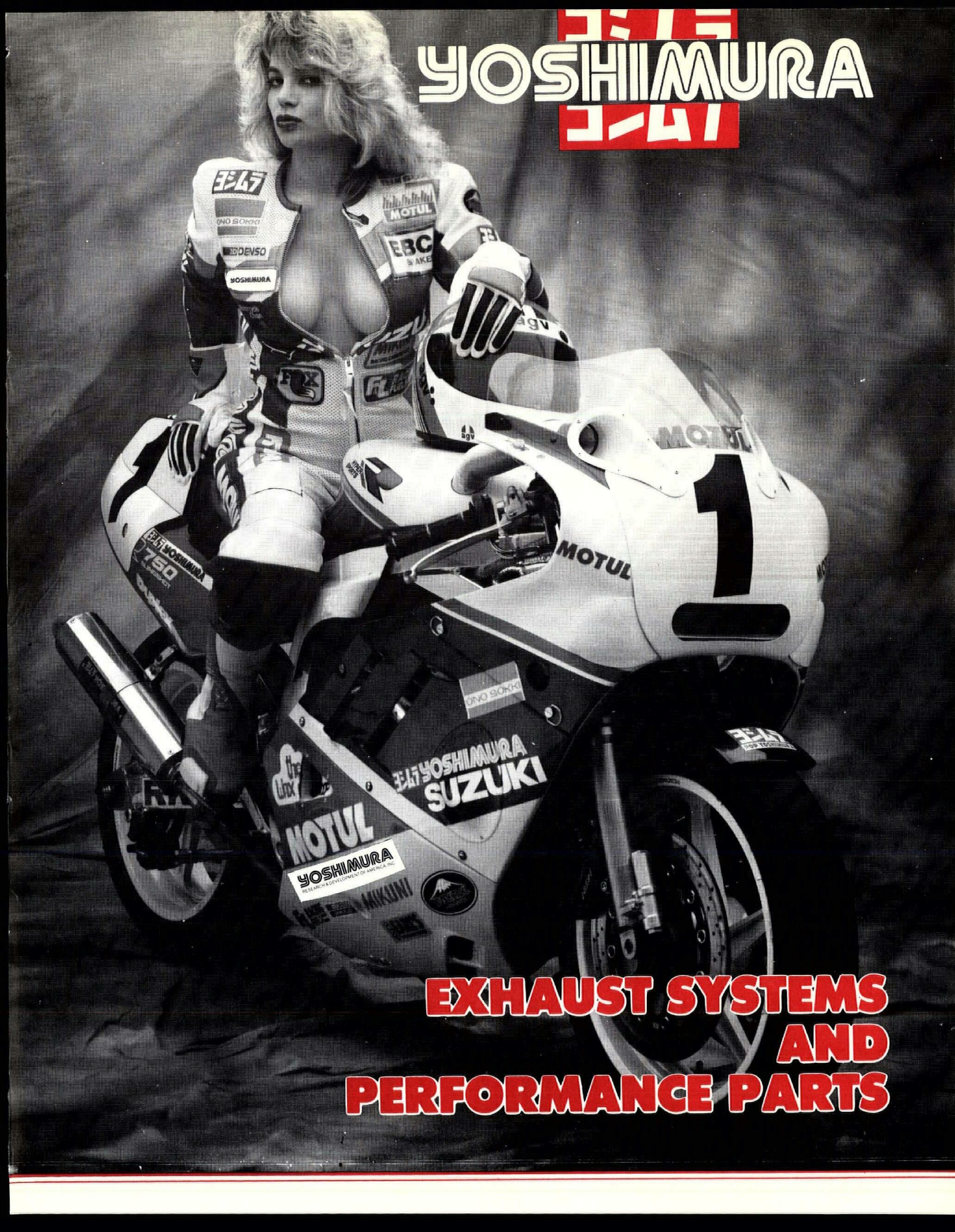
"The run went pretty easy for the first couple of laps," said Lojak. "I stretched it out to about a minute, but in the fourth lap I went off a high wall (created from strip coal mining) deep in the woods and lost about 40 seconds. Also, I pitted in the same lap, so they got around me. Then I rode down Plessinger and got around him, then I caught Summers and we switched a couple of times. When we started the last lap, Summers had the lead but I kept pressing him and he looked like he was getting tired. About five miles in (the loop) Summers went down and I took the lead.

"The trails were good, no big surprises," said Lojak. "The four-wheelers ran a race in the morning and made it slick in a few spots but it wasn't too bad."

"On the last lap I was right where I wanted to be," said Summers. "I was in front of Ed. But I had one of those once-in-a-career-things happen to me — the draw-string on my left boot came loose and looped around the footpeg. I couldn't put my foot down when I cornered and I didn't want to stop; that would let Ed by. But it didn't matter, I finally fell anyway and Ed not only got by me, he ran over me in the process. But that was all right. If the positions had been reversed I would have run over him, too.

"The boot string finally got caught up in the sprocket and broke and I could ride again," said Summers. "I made a mad dash to catch Ed but he was long gone."

"I had a so-so start," said Team Kawasaki's Plessinger. "I was doing okay until I got stuck in a mudhole on the third lap; Summers was also stuck there at the same time. We got him out first then we got me out.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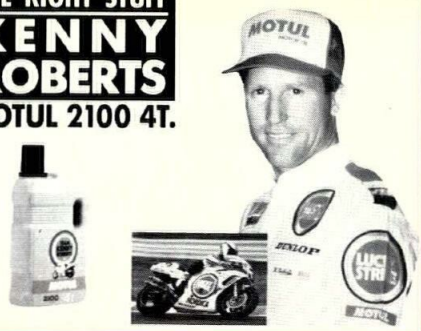

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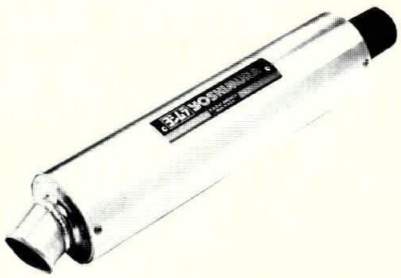

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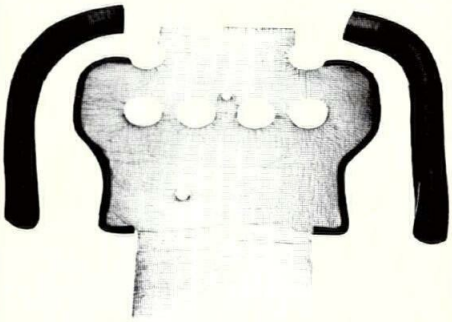

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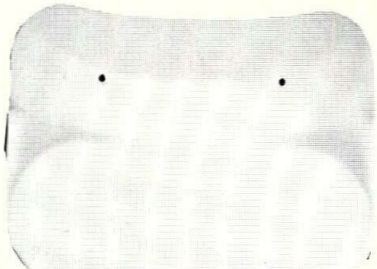

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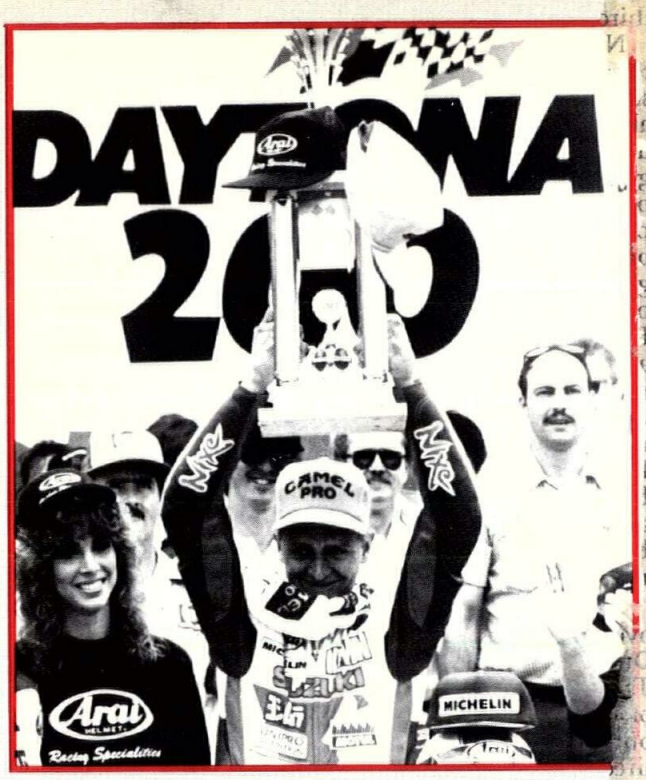

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KZ1000 76-80	90400RR			
ZX900 NINJA 84-86		GP900SS	GP900S0	
Z1R 78-80	902ZR			
Z1/KZ900/LTD 73-76	90200RR			
ZX-7 NINJA 89	ZX7RR			ZX72RR
ZX750 NINJA 87-88		GP750SS		
ZX750 TURBO 83-85			ZX750S0	
GPZ750 83-85	90703RR	92003SS		
GPZ/KZ750 82	90701RR	92001SS		
KZ650/700	90801RR			
ZX600 NINJA 85-87		GP600SS		GP602RR
ZX600 NINJA 88-89		GP610SS		GP612RR
GPZ550 84-85		93005SS		
GPZ550 82-83	90903RR	93003SS		
GPZ550 81/KZ550/LTD	90901RR	93001SS		
EX500 87-89	EX500RR			
EX250 NINJA 86-88		GP260SS		

YAMAHA	RACER REPLICA	SUPER SPORT	SLIP-ON SYSTEM	RACE EXHAUST
FJ1100/1200 84-87	FJ110RR		FJ110S0	
FZR1000 89	FZ110RR		FZ110S0	FZ112RR (D)
FZR1000 87-88	FZ100RR			FZ102RR
FZR750 87-89	FZ760RR			FZ762RR (D)
FZ750 88/FZ700RR 87-89	FZ700RR			
FZ750 85-87	FZ750RR			
XJ750/900 SECA 81-83	YA976RR			
FZR600 89	FZ610RR		FZ610S0	FZ612RR (D)
FZ600 86-88	FZ600RR			FZ602RR
FJ600 84-85		FJ600SS		
XJ550 SECA 81-83	YA956RR			
FZR400 87-89	FZ400RR		*FZ400S0	FZ402RR

*FZ400S0 CALIFORNIA MODEL ONLY

NEW RACE SLIP-ON SYSTEM	FZR1000 89	FZ112S0
	FZR600 89	FZ612S0

HONDA				
CB1100/900F 81-83	91800RR	94001SS		
VF1100S V65 SABRE 83-85			V65S0	
CBR1000 HURRICANE 87-89	CB100RR		CB100S0	
VF1000R INTERCEPTOR 85			VR100S0	
VF1000F INTERCEPTOR 84	VF100RR		VF100S0	
VFR750 INTERCEPTOR 86-88			*VR751SR	
VF700/750 83-85	VF750RR		VF750S0	
CB750F 79-82	91800RR	94001SS		
CB700SC NIGHTHAWK 84-85		95005SS		
CBR600 HURRICANE 87-89	CB600RR		CB600S0	CB602RR
VF500F INTERCEPTOR 84-85	VF500RR		**VF500S0	
VT250R INTERCEPTOR 88-89			VT250S0	

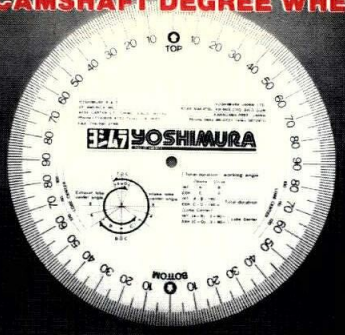
*VR751SR 4 INTO 1 SLIP-ON SYSTEM
**VF500S0 FITS UP TO 86

DUCATI				
DUCATI PASO			DU750S0	

★★★★★★★★★ AVAILABLE WITH BLACK CANISTER (RR, SS, SO) ★★★★★★★★★

★★★★★★★★★ RACE EXHAUST (D) . . . . . DUPLEX™ AVAILABLE ★★★★★★★★★

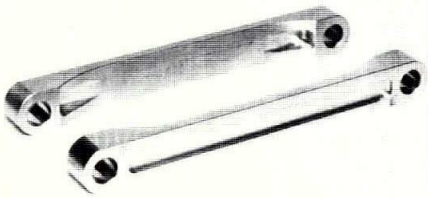
CAMSHAFT DEGREE WHEEL



STREET AND RACE CAMSHAFTS

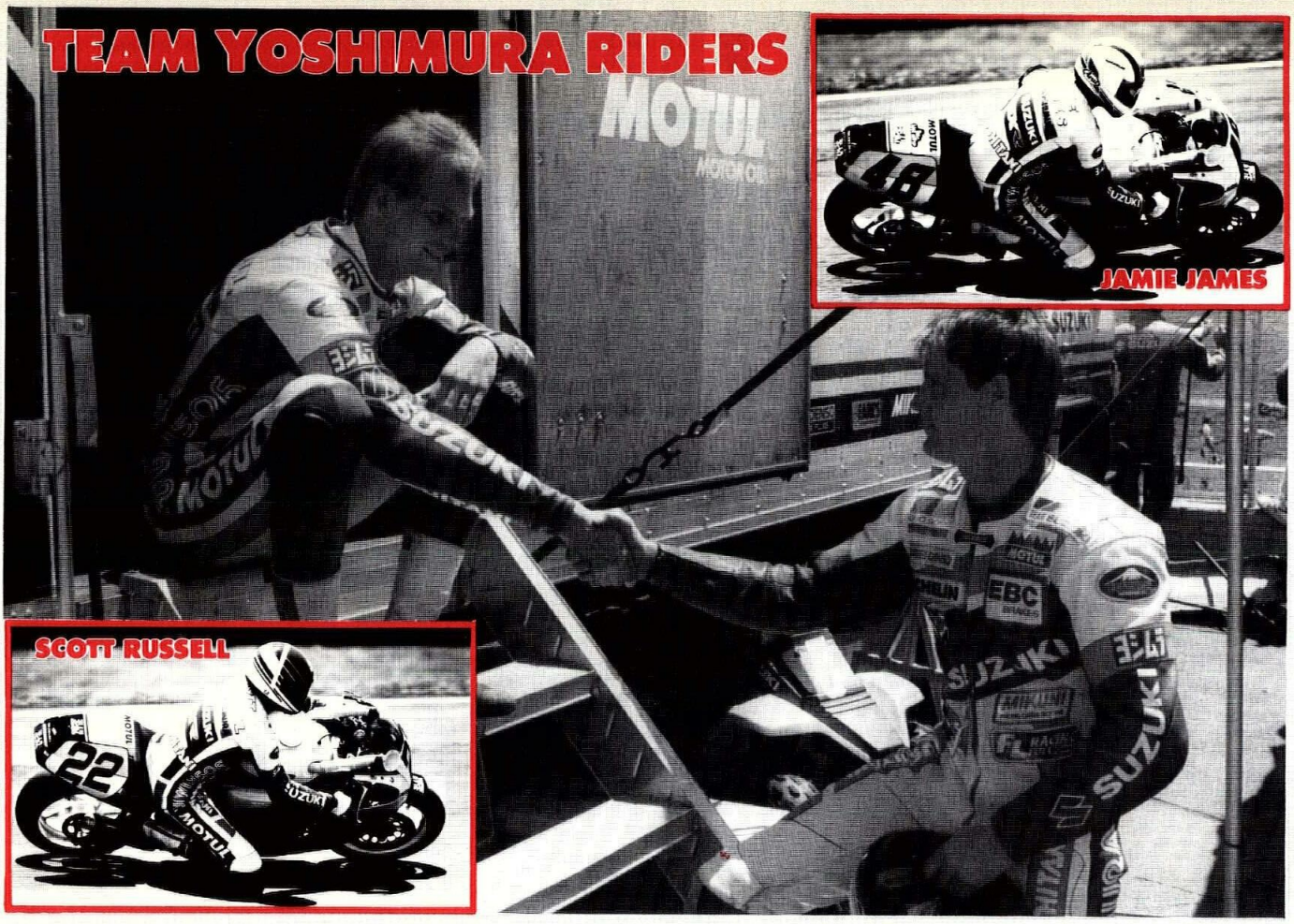
AMA APPROVED 38mm & 40mm YOSHIMURA/MIKUNI SUPERBIKE CARBURETORS FOR GSX-R 750/1100

REAR SHOCK LINKAGE FOR GSX-R 750 '88-89'



TECNOMAGNESIO WHEELS FOR GSX-R 750/1100

TEAM YOSHIMURA RIDERS



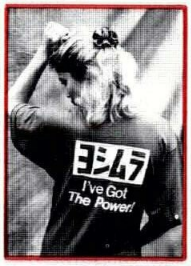
YOSHIMURA APPAREL PRODUCTS '89'

TEAM YOSHIMURA RACING JACKET
(S) 181 (M) 182 (L) 183 (XL) 184

YOSHIMURA CHAMPION T-SHIRT (LONG SLEEVE)
(S) 18075 (L) 18077
(M) 18076 (XL) 18078

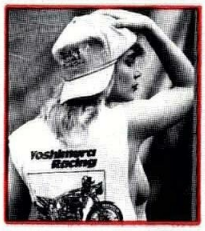
YOSHIMURA CHAMPION T-SHIRT (SHORT SLEEVE)
(S) 18071 (L) 18073
(M) 18072 (XL) 18074

YOSHIMURA RACING U.S.A. POSTER



TEAM YOSHIMURA RED T-SHIRT
(S) 17005 (L) 17007
(M) 17006 (XL) 17008

YOSHIMURA RACING TEAM U.S.A. T-SHIRT
(S) 18095 (L) 18097
(M) 18096 (XL) 18098



YOSHIMURA GSXR RACING T-SHIRT
(S) 17081 (L) 17083
(M) 17082 (XL) 17084

YOSHIMURA RACING ENERGY T-SHIRT
(S) 18081 (L) 18083
(M) 18082 (XL) 18084

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YOSHIMURA

Pro Series

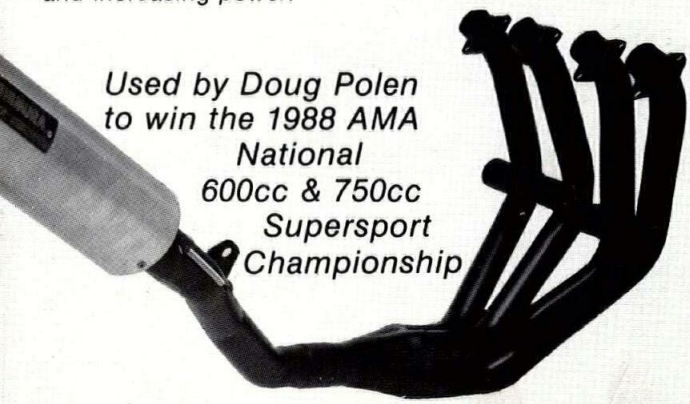
*All Yoshimura **Racer Replica, Super Sport,** and **Slip-On's** employ the aluminum canister silencer system which Yoshimura pioneered in roadracing years ago. The aluminum canister not only helps to reduce weight, but actually works in conjunction with the inner mechanical baffle to absorb and reduce noise without restricting exhaust flow.*

- ***Racer Replica*** *Exhaust System is designed without compromise to provide maximum cornering clearance on the street or track. Removal of the bike's centerstand is required for installation (most models), along with the exhaust system itself for oil and filter changes.*
- ***Super Sport*** *Exhaust System is designed for the performance-minded street or track rider who wants light weight and improved cornering clearance over his stock exhaust system. The bike's centerstand is retained, along with access to the oil filter and oil drain bolt (most models).*
- ***Slip-On's*** *are designed as an easy replacement for stock mufflers while reducing weight and increasing power.*

Race Series

Yoshimura Race Series *Exhaust System incorporates the same style baffle and canister design as used on our race bikes. Our low restrictive straight core baffle significantly improves mid range and top end performance. Mellow sounding exhaust note.*

Yoshimura's Race Slip-On's *are designed as an easy replacement for stock mufflers while reducing weight and increasing power.*



Used by Doug Polen to win the 1988 AMA National 600cc & 750cc Supersport Championship

Duplex Race Series

Yoshimura Duplex™ Exhaust System *This racing only exhaust system is the most technically advance exhaust system to be introduced in many years. This system was reserved for the Yoshimura Racing team only. Now you can own the same Championship system that carried Kevin Schwantz in the 1988 Daytona 200 Victory and Doug Polen to the 600-750cc AMA National Championships as well as the 1988 AMA National Endurance Championship.*

rom then on I began to fade from e heat and I just rode to keep my l overall position."

aylor, who rode an ATK 406 to ourth overall, said, "I had a decent tart, and after the first lap I was bout fourth overall. But it was uring the second lap that I got oing pretty good. I found a couple f good lines and moved into second lace. Then I got out of shape a little it and I never got back into the roove of things. It was dusty in the pen fields and that wasn't too good. passed Summers and Plessinger in mudhole, but they caught and passed me. They were faster than me today. I'm from California and I'm not used to this style of riding and was riding cautious. I finished ourth overall and I don't feel bad about that, only it would've been etter to take an overall win back to ny son Trent. He's three-days old."

"I had a real bad start," said fifth erall finisher, Team Yamaha's ane Connors. "I was dead last. en I rode hard for the first couple aps to catch up and it wore me . On the fourth lap I was getting d and I started dropping back a e bit. Last year I took second verall here. It's the kind of track that ike. But this year the heat was more f a factor."

I didn't ride too good today," said former champion Mark Hyde. "I had a bad start and worked myself up all lay, and at the end I just faded. On he final lap I caught Connors as he as coming out of a corner and I as going in, but I just couldn't push ard enough to get around him. I ould've gone five laps just fine but hat sixth lap was a killer."

Team Yamaha's Tim Shephard inished seveth overall on a Z250WR.

"I had a real bad start and had to ight back up through riders and ust; I caught Mark (Hyde) in the ate laps but I had worked too hard t the beginning, so I faded at the nd," said Shephard.

"I had two flat tires in the first oop and upstairs the brain didn't tay on," said former champ Johnny Martin, who took sixth in the Open class. "There was one tree where ny footpeg and foot sampled the ark. I also found one of the few nudholes on the course and I fell lown in it.

Team Kawasaki's Jeff Fredette von the 200cc A class and said, "It as hotter here than it was in Millville in July and it got to me. got first in my class but I didn't ave that great a day.

Ron Ribolzi, the Senior A class inner said, "My Honda likes all ose stutter bumps but I don't."

Terry Mealer and Joe Lojak filled ut the next two slots. •

Results

O/A: 1. Ed Lojak (Yam); 2. Scott Summers (Hon); 3. Scott Summers (Hon); 4. Ron Naylor (ATK); 5. Duane Connors (Yam).
125 A: 1. S. Lojak; 2. C. Jones; 3. J. Austin; 4. M. McCarren; 5. M. Griggs.
200 A: 1. J. Fredette; 2. G. Thurman.
250 A: 1. S. Plessinger; 2. D. Conners; 3. M. Hyde; 4. B. Adams; 5. C. Caplinger.
OPEN A: 1. S. Summers; 2. R. Naylor; 3. T. Shepard; 4. G. Holden; 5. G. Schaffer.
4-STRK A: 1. H. Whitaker; 2. C. Williams; 3. L. Martin.
SR A: 1. R. Ribolze; 2. T. Mealer; 3. J. Lojak; 4. B. Rust.
S/SR A: 1. C. Galbraith; 2. G. Doerr; 3. R. Caplinger.
O/A B: 1. M. Cornett.
200 B: 1. L. Mills; 2. R. Kersey; 3. B. Sullivan; 4. R. Mayes; 5. J. Moore.
250 B: 1. J. Sledge; 2. M. Menuron; 3. C. Hartlage; 4. B. Shafer; 5. E. Sauer.
OPEN B: 1. D. Rickets; 2. M. Edwards; 3. M. Turpin; 4. J. Baumert; 5. T. Snider.
4-STRK B: 1. T. Richey; 2. T. Wisecup; 3. T. Hammond; 4. J. Frizzo; 5. A. Floyd.
SR B: 1. L. Dearman; 2. M. Cluse; 3. D. Huffman; 4. R. Prince; 5. B. Bieschke.
S/SR B: 1. J. Bentley; 2. J. Dukes; 3. B. Grider; 4. K. Warrender; 5. L. Linblad.
C
P. Conner; 2. P. Barker; 3. J. Sexton; 4. B. Hall; 5. R. Tresch.
BUDDY: 1. G. Adams/K. Clark; 2. P. Short/T. Peters; 3. D. Aigner/D Barnes; 4. L. Gilliland/T. Gilliland.

PHOTO BY CLAY LIGHT

Derek Minzel (333) and Nathan Gravelle (32) lead the 80cc Beginner charge at the Washougal Amateur MX.

Sun, Huffman win Washougal Amateur Motocross

By Clay Light

WASHOUGAL, WA, AUG. 26

More than 600 riders, coming from a nine-state radius, which included Washington, Oregon, California, Idaho, Montana, Nevada, Utah and Texas, as well as from as far away as Minnesota, and several Canadian provinces, were on hand for what was by far the most successful of the Washougal Amateur Nationals, held annually the day before Washougal's National MX.

Among the day's big overall winners were Ron Sun, a former Team Honda rider, and Ryan Huffman, who was victorious in the 80cc Expert class.

Sun, who nearly posted a win at the 1981 125cc U.S. GP until running out of gas on the final lap in the second moto, was somewhat reminiscent of his form which earned him a factory ride. Sun easily won both 30-40 class motos to stand among Huffman and 36 other overall class winners at the end of the day of competition.

Several classes were of overflow capacity, forcing two divisions in the 125cc Junior, Intermediate and Beginner classes, as well as the 250cc Beginner and Junior events. In the 250cc Intermediate class, 42 riders were on hand, two riders short of the 44-rider gate capacity.

Ralph Huffman, one of three promoters presently, and one of the original two promoters to take over the once ailing Washougal Motocross track and aided its miraculous turnaround, was pleased with the amateur day outcome, commenting, "We got a hundred more riders than we did last year, making it the most successful of the amateur races we've had the day before the National.

"Our main concern was keeping the dust down," added Huffman. "We'd like to forget what happened a few years ago, the terrible dust problems."

Bob Leach, another of Washougal's promoters, agreed, commenting, "This year's help from Mother Nature was really beneficial."

Saturday's racing program got underway at 9:30 a.m., and was complete by 6:30 p.m.

Sun, who this year turned 30 years old, had initially pondered applying for an AMA Professional license, but was injured in a July crash, and retained his amateur status in hopes of taking a win in the 30-40 Pro class: last year won by former AMA 500cc National Champion Rick Burgett.

Aboard a Honda, Sun, riding for Hillsboro Honda, grabbed the holeshot in the first moto and was never seriously challenged. Fellow Honda rider Rich Merritt was Sun's closest competition in the 20-minute moto, earning second at the completion. Filling the top-five were Willie Phee, Ted DeVol and Scott Bergren.

Moto two was much the same for Sun; however, the number two spot was different as DeVol, riding a Suzuki RM250, held the position to the finish followed by Phee, Merritt and Bergren. Overall it was Sun taking top cash payoff with 1-1 rides. DeVol's 4-2 placings netted second and the 3-3 consistency of Phee tallied a third.

In the Up The Hill class, which ran combined and caters to riders 24-29 years of age, Frank McKuhn, riding a Kawasaki KX500, manhandled the competition, earning him the overall win after impressive 1-1 showings. Second to McKuhn was Honda rider Phil Bridgers (5-3), while Mike Kates (4-4), David Silvestri (4-6) and ex-National campaigner Curtis Clark (6-5) filled the top five overall.

Ryan Huffman soundly thrashed the competition in the 80cc Expert class, which ran combined with the Intermediates.

In both motos Huffman showed the competition his rear wheel, but in the first moto the PJ1/AXO/Yamaha Support/Yamaha-Honda of Roseburg-sponsored rider had to overcome a dismal start and overtake Montana speedster Chad Schaff, riding a Yamaha, and Brian Noe. After relegating the duo, Huffman sped on his way to a 10-second win ahead of Noe; Schaff netted third.

Huffman easily dominated the second moto, beating Schaff, who was second overall via 3-2 performances, and third overall finisher Noe's 2-3 rides. Kawasaki rider Bestry Scott used consistent performances to post the win in the intermediate portion, tallying 1-2 rides. Bradley Boehm, also Kawasaki-mounted, won the second moto, and combined with a first moto third, was second overall. Third overall went to Alex Travaglione with 2-3 showings.

Idaho's Mark Hall, despite failing to win either moto, came out on top of a 42-rider field of 250cc Intermediate contestants. Kawasaki rider Dan Moore, of Yakima, Washington, carded a first moto win ahead of Hall and Chad Marres.

Kawasaki rider Tim Phillis had a dismal showing in the first moto, but made up for that by handily winning the second moto, but was out of the overall picture. That went Hall's way via 2-3 showings, ahead of Moore (1-4), Canadian Darren Poulsen, winner of the class last year, (4-6), Matt Shea (7-12) and fifth place finisher overall Terry Hamness (6-16).

A likewise exciting 80cc Junior class featured 32 riders and was won by Cory Fuller, riding a Kawasaki. Fuller easily won the first moto ahead of Russell Postma, Brett Boehm, Chad Reed and John Williams, but had tough competition in the second moto from Williams, who late in the moto dropped off pace, and Boehm, who was the eventual second place finisher.

Trailing Fuller's 1-1 showings was the 3-2 tallies of Boehm. Filling out the top five overall were Reed (4-3), Postma (2-5) and Brent Gonzalez (7-6).

Local rider Billy Cooper, aboard a Honda, controlled the tempo in the first division of the 125cc Beginner class, which in two divisions had 67 entries. Cooper's 2-1 postings netted the overall win followed by first moto winner Mike Quick's 1-3. Rob Drinkard (3-4), Tim Gates (8-6) and Ryan Hagemann filled out the remaining top five. Hagemann had a 15-2 tally for fifth in the class.

Division two had Yamaha rider Doyle Savelberg come out on top by virtue of 4-2 finishes to beat James Nelson (3-3), Tony Haas (2-4), Brian Stuve (6-1) and Rob Williams (7-5).

Results

OPEN BEG: 1. Craig Essebaggers (Hon); 2. John Hodges (Kaw); 3. Rob Johnson (KTM).
250 PRO-AM: 1. Bryan Birkestol (Suz); 2. Bob Price (Yam); 3. Clarence Reddick (Hon).
250 INT: 1. Mark Hall (Hon); 2. Dan Moore (Kaw); 3. Darren Poulsen (Hon).
250 JR D-1: 1. Kelly Harness (Hon); 2. Mike Greenwood (Kaw); 3. Tony Nurkle (Yam).
250 JR D-2: 1. Tyle Barmore (Yam); 2. Todd Starchuk (Hon); 3. Rod DiStefano (Hon).
250 BEG D-1: 1. Chris Younce (Suz); 2. Scott Starbard (Yam); 3. Marty Mann (Suz).
250 BEG D-2: 1. A.J. Belcher (Hon); 2. James Smith (Hon); 3. Allan Dubray (Suz).
125 PRO-AM: 1. Monty Spalding (Hon); 2. Chad Schaff (Kaw); 3. Willie Nash (Yam).
125 INT D-1: 1. Danny Ulven (Kaw); 2. Billy Radcliffe (Kaw); 3. Pat Gomm (Hon).
125 INT D-2: 1. Bart McDaniel (kaw); 2. Ty Birdwell (Suz); 3. Jeff Sowards (Hon).
125 JR D-1: 1. Lowell Fretz (Kaw); 2. Jeff Brownlee (Suz); 3. Cory Clasen (Hon).
125 JR D-2: 1. Doyle Savelberg (Yam); 2. James Nelson (Hon); 3. Tony Haas (Hon).
125 BEG D-1: 1. Billy Cooper (Hon); 2. Mike Quick (Hon); 3. Rob Drinkard.
125 BEG D-2: 1. Todd Starchak (Hon); 2. Dustin Heikkinen (Kaw); 3. Darren Barrett.
80 EX: 1. Ryan Huffman (Yam); 2. Chad Schaff (Kaw); 3. Bryan Noe (Suz).
80 INT: 1. Destry Scott (Kaw); 2. Brad Boehm (Kaw); 3. Alex Travaglione (Kaw).
80 JR: 1. Cory Fuller (Kaw); 2. Brett Boehm (Kaw); 3. Chad Reed (Kaw).
80 BEG: 1. Steve Liebetrau (Kaw); 2. Trona Free (Kaw); 3.Jessy Williams (Kaw).
60 (6-8): 1. Eric Williams (Kaw); 2. Jason Hansen (Kaw); 3. Tyler Kavaney (Kaw).
60 (9-11): 1. Jerry Harvey (Kaw); 2. Robert Holtgrew (Kaw); 3. Jessy Williams (Kaw).
P/W: 1. Tyler Kavaney (Yam); 2. Jim Robertson; 3. Jesse Skipton (Yam).
PP: 1. Julie Hiersche (Kaw); 2. Shari Ober (Hon); 3. Rachel Brock.
30-40 PRO: 1. Ron Sun (Hon); 2. Ted DeVol (Suz); 3.Willie Phee (Hon).
UTH: 1. Frank McKuhn (Kaw); 2. Phil Bridgers (Hon); 3. Mike Kates (Hon).
OT EX: 1. Gary Doggett; 2. Norman Twa (Hon); 3. David Russell (Hus).
OT INT: 1. Gary Backstrom (Hon); 2. Jim Denevan (Suz); 3. Richard Duncan (Hon).
30-40 INT: 1. Jeff Throop (Hon); 2. Mike Brubaker (Hon); 3. Bruce Hill (Hon).
30-40 NOV: 1. Daryl Hamilton (Hon); 2. Jeff Lancaster (Hon); 3. Jessie Dean.
OT NOV: 1. Ricky Anderson (Hon); 2. Don Cote (Hon); 3. Stephen Forte (Hon).

PHOTO BY TERRY REZEK

Larry Roeseler tuned up for the ISDE by topping the Vet Expert class aboard his 80cc Kawasaki KX125 at L.A. County Raceway.

PHOTO BY BOB MURRAY

Scott Stearns (left) took second place in the 250cc Expert class at the Ridgecrest European Scrambles in Red Mountain, California.

Roeseler rips LACR MX

By Terry Rezek

PALMDALE, CA, AUG. 25

Larry Roeseler topped the Vet Expert class at CRC's night motocross under the lights at L.A. County Raceway.

Roeseler was again on his ISDE special, a Kawasaki KX125 frame sporting an 80cc engine. Roeseler has already shipped two of these to Europe to ride in the International Six Days Enduro at the end of September. He built this one just for practice and is debugging it here in the states before he leaves for Europe.

He can't leave too quickly for the Vet Experts. It's embarassing to fight your way around the track on a 250 or 500, only to be blown off by an 80, even if the rider is of the caliber of Roeseler. As expected, the 80 didn't get holeshots against 250s, so Roeseler came from mid-pack in both motos to take the lead by mid-race and a pair of firsts for first overall.

Kyle Lewis took both 250cc Pro class motos and first place cash with little difficulty. Terry Fowler came in second with Tim Telford in third. Telford almost pulled off a second with a charge on Fowler through the rockers, but lost his rhythm in the rough and couldn't pick up the pace again.

Last week Ryan Carlisle turned pro and proved he could win on his 250. Tonight, the 250 was in the shop, so Carlisle brought out the 125 and led every lap of both 125cc Pro motos for another win.

Roger Fonseca was third off the line in each 125cc Beginner moto and worked hard to move up. By the checkered in each moto, his hard work had paid off with a pair of wins for first overall.

Mike Pichette scored a great pair of wins in the 250cc Beginner division two race. Pichette was back in the crowd at both starts but outrode the early leaders to win both motos and earn first overall. Dean Lane wasn't near the leaders at the start of either division moto but he was in front at the checkered to take first in that division.

Results

80 BEG: 1. Bobby Killian (Yam); 2. Serg Murrillo (Suz); 3. Scott Reed Jr. (Kaw); 4. Kenneth Reed (Kaw); 5. Jason Selsor (Hon).

80 NOV: 1. David Evilsizer (Suz); 2. Armando Overland (Hon); 3. Tim Santana (Kaw).

80 EX: 1. Jesse Tewksbury.

SR BEG: 1. Larry Kirsch (Hon); 2. Dale Brockett (Suz); 3. Terry Rezek (Suz).

SR NOV: 1. Phil Haskell (Suz).

SR INT: 1. Tom Spurgin (Hon).

SR EX: 1. David Rogers (Hon).

VET BEG: 1. Mike McAlpin (Kaw); 2. Mitch Banks (Hon); 3. Kevin Kleinsmith; 4. Bob Wells (Hon); 5. Alan Lee Busby (Hon).

VET NOV: 1. Greg Benton (Suz); 2. Bret Greening (Kaw); 3. Craig McConnachie (Yam); 4. Kelly Gray (Yam); 5. Lenny Baker (Yam).

VET INT: 1. Mike Van Acker (Kaw); 2. Dave O'Brien (Yam); 3. Tim Tolleson; 4. Dean Taylor (Hon); 5. Brian Curry (Kaw).

VET EX: 1. Larry Roeseler (Kaw); 2. Terry Davis; 3. Joe Broussard (Suz).

JR VET BEG: 1. Gary Songstad (Hon); 2. K.O. Halfhill (Kaw); 3. Ed Spurling (Yam); 4. Scott Nammond (Yam); 5. Randy Hoehn (Hon).

JR VET NOV: 1. Eddie Davis (Yam); 2. Dennis Jacobsen (Hon); 3. Mel Brown (Kaw); 4. Dean Jennings (Kaw); 5. Mitch Griffin (Kaw).

JR VET INT: 1. Karl Allen (Hon); 2. George Andrews (Hon).

125 BEG: 1. Roger Fonseca (Hon); 2. Gary Songstad (Hon); 3. Tony Bracken (Hon); 4. Mark Allan (Kaw); 5. Cory Davis (Suz).

125 NOV: 1. Chris Cole (Kaw); 2. Ryan Spurgin (Hon); 3. Owen Dickson (Yam); 4. Kelly Pate (Yam); 5. Bonnie Warch (Suz).

125 INT: 1. Jeff Moore (Hon); 2. Tiger Garcia (Hon).

125 PRO: 1. Ryan Carlisle (Kaw); 2. Chris Radzinski (Yam).

250 BEG D-1: 1. Dean Lane (Yam); 2. Scott Mumford (Yam); 3. Luke Hogue (Suz); 4. Lawrence Lewis (Yam); 5. Chuck Kober (Kaw).

250 BEG D-2: 1. Mike Pichette (Hon); 2. Rob Peters (Yam); 3. Able Lara Jr. (Yam); 4. Peter Yauri (Hon); 5. Roger Hitchen (Hon).

250 NOV: 1. Eric Guy Casas (DG); 2. Mike Geim (Hon); 3. Nick Santana (Yam); 4. Will Dickson (Yam); 5. George Andrews (Hon).

250 INT: 1. Merle Hammer (Yam); 2. Derek Borg (Yam).

250 PRO: 1. Kyle Lewis (Yam); 2. Terry Fowler (Hon); 3. Tim Telford (Suz); 4. Todd Lehman (Hon); 5. Troy Welty (Suz).

500 BEG: 1. Keith Brown (Kaw); 2. Don Demyan (Hon); 3. Steve Reeves (ATK).

500 NOV: 1. Karl Allen (Hon); 2. Mike DeStefano (Kaw).

500 PRO: 1. Jeff Scott.

Hunnicutt, Hull top Ridgecrest Euro Scrambles

By Donnetta and Bob Murray

RED MOUNTAIN, CA, AUG. 26-27

Both 250cc rider Ted Hunnicutt and Senior rider Al Hull won their two classes in the Ridgecrest M.C. Larry Haley Memorial Dual European Scrambles by decisive margins, as well as an additional two classes in a concurrent dual scrambles held over the weekend. The races were staged at Charlie's Place near Red Mountain.

Team Green rider Hunnicutt had only a fair start in Saturday's event, forcing him to bash through the boonies in order to pass leader Scott Stearns, on a Suzuki. From there on, Hunnicutt's Kawasaki blazed a trail and extended a lead no one was able to threaten. Stearns and Hunnicutt were first off the start in Sunday's race, also. They bumped bars, Hunnicutt pulled away and the rest was history. (Hunnicutt also won two scrambles sponsored by another club at the same location for a "dual-dual" weekend.)

A man of few words, Hull saves all his energy for his racing. The Yamaha 250cc rider, who is sponsored by Whelan Construction, ran away with both his RCMC Senior classes, which sported the largest turnouts of the weekend. (He, like Hunnicutt, made it a four-for-four weekend.)

Ron Bragdon, aboard a Honda CR500, worked hard to win his Vet classes Saturday and Sunday. Breathing down his neck in Saturday's event was Honda's Bruce Olgivie. Bragdon managed to hang on to the lead for a win with Olgivie taking second. He wrapped up the Vet wins for the RCMC courses by crossing the finish line first on Sunday.

Kawasaki's Brett Howell led Saturday's 125cc race at the bomb with Keith Loonsfoot, also aboard a Kawasaki, in a strong second. Honda pilot Eric Wicker passed Loonsfoot going out into the valley. Wickers took a spill at the bottom of a hard-packed downhill sprinkled with gravel as he was trying to make a hard right. He got it back together just before he could be overtaken by Loonsfoot and sped on to sprint past Howell, who was aboard an ailing bike. Wickers took the win; Loonsfoot settled for second. Loonsfoot had his turn as a trophy winner in Sunday's race as he topped all 125cc riders.

Three riders were vying for the lead in the Open race Saturday. Derrick Paiement, on a Kawasaki, was first to the bomb, followed closely by Cliff Thomas, piloting a Yamaha. Thomas had taken a trail off to the right and smoked past Tom Willis, on a KTM and ATK's Eric Hallgath for the right to his runner-up position. Paiement and Thomas led through the first check trailed by Willis, in heavy pursuit. The leading duo stayed on the ribboned trail, while Willis went a little to the left, finding a smooth trail and, eventually, the lead.

Results

SATURDAY

OPEN EX: 1. Tom Willis (KTM); 2. Cliff Thomas (Yam); 3. Derrick Paiement (Kaw); 4. Abe Baumann (Kaw).

OPEN AM: 1. Mike Davidge; 2. Mark Gibbon (Yam); 3. Bob Clifton (Hon); 4. Ron Lewis (Hon); 5. Jeff Dresser (Hon).

250 EX: 1. Ted Hunnicutt (Kaw); 2. Scott Stearns (Suz); 3. Sean Bradley (Hon); 4. Charlie Morris (Suz); 5. Eddie Ogden (Yam).

125 BEG: 1. Garet Anderrson (Yam); 2. Mark Edwards (Yam); 3. Ryan Hansen; 4. Robert Botich.

250 AM: 1. Dwayne Lewis; 2. Craig Hunter; 3. David Ondas (Yam); 4. Eric Gunther.

250 NOV: 1. Mark Meehan.

125 EX: 1. Eric Wicker (Hon); 2. Keith Loonsfoot (Kaw); 3. Kelly Pate.

125 AM: 1. Brent Farrell (Kaw); 2. Kenneth Harmon (Kaw); 3. Brian Davis; 4. Ken Tapert.

125 NOV: 1. Geoff Brownell (Kaw); 2. Dugan Hanks; 3. Don Campbell (Yam); 4. Tim Gunther (Yam); 5. Alan Kadlec (Hon).

WMN O/A: 1. Patric Payne (Hon); 2. Donnell Aure (Kaw); 3. Cheryl Ellis.

SR 250 EX: 1. Al Hull (Yam); 2. Ron Hall (Suz); 3. Dave Johnson (Yam); 4. Phil Haskell (Suz); 5. Don Doerksen (Yam).

SR OPEN EX: 1. Bob Ashcraft (Hon); 2. Don Burch (Yam); 3.Neil Manninen (Yam); 4. Jim Shuttleworth; 5. Robert Torgerson.

S/SR EX: 1. Dick Postma (ATK); 2. Dennis Davidge (ATK); 3. Al Guzman (Kaw); 4. Dave Atchkins.

SR 250 AM: 1. Ned McNabb (Hus); 2. Gary Campbell; 3. Delbert Keller; 4. Paul Ondas; 5. Jim Hruby.

VET OPEN EX: 1. Ron Bragdon (Hon); 2. Bruce Ogilvie (Hon); 3. Mike Mulconery (KTM); 4. Don Chiapuzio (Hon); 5. Steve Harmon.

VET 250 EX: 1. Mike Sixbery; 2. Jim Eveland (Yam); 3. Jodee Partain; 4. Bill Becker; 5. Charlie Inman (Kaw).

VET OPEN AM: 1. Kris Goolsby (Kaw); 2. Chris Peterson; 3. Larry George (KTM); 4. Don Shepherd (Hus); 5. Steve Pack (Yam).

VET 250 AM: 1. Cliff Warren (Yam); 2. Jim Miller (Yam); 3. Jim McCartney (KTM); 4. Bill Perkins (Kaw).

SUNDAY

OPEN EX: 1. Derrick Paiement (Kaw); 2. Bruce Ogilvie (Hon); 3. Chris Crandall (Kaw).

250 EX: 1. Ted Hunnicutt (Kaw); 2. Charlie Morris (Suz); 3. Scott Stearns (Suz); 4. Kenji Gauthier (Suz); 5. Eddie Ogden (Yam).

250 AM: 1. Erik Wolfe.

WMN: 1. Jolene Kurisu; 2. Julie Parrick; 3. Donele Aure.

VET OPEN EX: 1. Ron Bragdon (Hon); 2. Bruce Ogilvie (Hon).

VET 250 EX: 1. Wes Anderson (Kaw).

SR 250 EX: 1. Al Hull (Yam); 2. Tom Holmes (KTM).

SR OPEN EX: 1. Don Burch (Yam); 2. Gary Garland (Yam).

S/SR: 1. Dennis Davidge (ATK); 2. Dick Postma (ATK).

125 EX: 1. Keith Loonsfoot (Kaw).

Carlisle crushes LACR night MX

By Terry Rezek

PALMDALE, CA, AUG. 18

After two years of terrorizing the Intermediate class Ryan Carlisle decided to turn Pro at tonight's CRC MX at L.A. County Raceway. The Intermediates may be breathing easier but now it's the Pros turn to worry as Carlisle won both motos for the overall victory.

Carlisle, on a Kawasaki sponsored by O'Neal, RadTech, Penthal, Shoei, and Pro Design, grabbed the holeshot of his first Pro class moto. Todd Lehman swept around the outside to drop into second, and for a few moments it looked like he was going to be a problem for Carlisle but he tried a little too hard and slid out, dropping to last. Tim Telford moved into second as they finished lap one and was followed by Eric Wicker. Lehman rode fiercely trying to catch up, but the pace was too fast and he could get no higher than third by the moto's end. Carlisle took his first Pro moto win followed by Telford.

Carlisle nailed the holeshot again at the start of moto two and was followed by Telford and Lehman. At the start of lap two. Lehman tried to mount a charge but went down again and eventually finished up third and third overall. Telford also tried to close on Carlisle but Carlisle was hot and there was no catching him this night. Carlisle took his first Pro purse with Telford picking up second money. Wicker closed out in fourth.

Tony Sulek was second off the line in moto one of the 250cc Intermediate class behind the very fast Ronnie Densford. On every lap, Sulek would pull up just a bit and Densford would pull away. On lap six, Sulek blazed through the rockers, pulled even with Densford, then cut to the inside of the sweeper immediately following. Sulek took the lead and held it to the checkered one lap later.

Bill Sauro and Joel Tokarsky were first off the line and Sulek was really back in the weeds at the start of moto two. By lap three, Sulek had ground his way up to a very distant second behind Sauro. Sulek moved up to several bike lengths by the white flag lap but couldn't catch Sauro. Sulek's second in moto two was good enough for the overall win, since Sauro had finished fourth in moto one.

Results

80 BEG: 1. Bobby Killian (Yam); 2. Jimmy O'Neal; 3. Jim Buntin (Hon); 4. Casey Sumaylo (Suz); 5. Scott Reed (Kaw).

80 NOV: 1. David Evilsizer (Suz); 2. Ryan Mackinney (Kaw); 3. Joey Cirocco (Hon).

SR BEG: 1. Gene Dempsey (Hon); 2. Larry Kirsch (Hon).

SR NOV: 1. Steve Pyle (Hon).

VET BEG: 1. A Dusty Road (Kaw); 2. Mike McAlpin (Kaw); 3. Alan Lee Busby (Hon); 4. Joe Ward (Yam); 5. Herb Allen (Kaw).

VET NOV: 1. Craig McConnachie (Yam); 2. Kim Seeger (Suz); 3. K. Gray (Yam); 4. Lenny Baker; 5. Mark Neal (Yam).

VET INT: 1. Karel Kramer (Suz); 2. Brian Curry (Kaw); 3. Chris Leiker (Yam); 4. Art Dart (Hon).

VET EX: 1. Charles Halcomb (Suz); 2. Tom Webb (Suz); 3. Ken Neitzel (Kaw); 4. John Hateley (Yam); 5. Mike Webb (Suz).

JR VET BEG: 1. Gary Songstad (Hon); 2. Bob Hausman (Hon); 3. Rick Scott (Yam).

JR VET NOV: 1. Mel Brown (Kaw); 2. Ron Hupfeld (Hon); 3. Karel Kramer (Hon); 4. Ernie Barba (Hon).

JR VET INT: 1. Jim Sendelbach (Hon); 2. John Greenway (Hon); 3. Karl Allen (Hon); 4. Scott Stearns (Suz); 5. John Hemme (Hon).

125 BEG D-1: 1. Roy Bremenour (Hon); 2. Chris Garcia (Yam); 3. Mark Allen (Kaw); 4. Gary McCrea (Hon); 5. Jordan Lieberman (Hon).

125 BEG D-2: 1. Roger Fonesca (Hon); 2. Justin Innaflo (Yam); 3. John Dean (Yam); 4. Deacon James (Yam); 5. Tony Bracken (Hon).

125 NOV: 1. Jeffrey Brownlee (Suz); 2. Colin Couto (Hon); 3. Jason Simmons (Kaw); 4. Jason Melton (Hon); 5. Robert Kong (Hon).

125 INT: 1. Joel Tokarsky (Hon); 2. Cole Gress; 3. Michael Brix (Suz); 4. Raymond Anthony (Hon).

125 PRO: 1. Troy Welty (Suz).

250 BEG D-1: 1. Luke Hogue (Suz); 2. Jayson Grodzienski (Kaw); 3. Chuck Kober (Kaw); 4. Dal Trubey (Suz); 5. Peter Yauri (Hon).

250 BEG D-2: 1. Ron Hupfeld (Hon); 2. Dean Lane (Yam); 3. Jim Tatone (Kaw); 4. Able Lara, Jr. (Kaw); 5. David Naba (Hon).

250 NOV: 1. Mike Geim (Hon); 2. Eddie Davis (Yam); 3. Nick Santana (Yam); 4. Chuck Dempsey (Hon); 5. Rick Smith (Hon).

250 INT: 1. Tony Sulek (Kaw); 2. Bill Sauro (Hon); 3. Dave Welty (Suz); 4. Ronnie Densford; 5. Adam Pontious (Hon).

250 PRO: 1. Ryan Carlisle (Kaw); 2. Tim Telford (Suz); 3. Todd Lehman (Hon); 4. Eric Wicker (Hon).

500 BEG: 1. Dave Tieskoetter (Hon); 2. Keith Brown (Kaw); 3. Aaron Van Dyck; 4. Chris Webber (KTM); 5. Ron Thompson (KTM).

500 NOV: 1. Karl Allen (Hon); 2. Jim Alexander (Hon); 3. Scott Martin (Yam).

Hopperstad hauls at Pueblo RR

By Judith Dominick

PUEBLO, CO, AUG. 27

John Hopperstad came, he saw and he conquered at the eighth round of the Mountain Roadracing Association's 1989 season at Pueblo Motorsports Park.

Hopperstad piloted his Boulder Yamaha/Motorcycle Parts Center South/Shoei/BG Oils/Jones Glasses/Fieldsheer/Walt Schaefer-Michelin/Farmer Plastics-sponsored fleet of Yamaha FZRs to his first Race of the Rockies GTO class win of the season, plus wins in 450cc Superbike, 750cc Superbike and Open Superbike.

Hopperstad grabbed the holeshot in the ROR, led Aaron Turner, Guy Clasen, Ricky Orlando and Dan Turner into turn one and began to pull out a strong lead. Aaron Turner settled into a comfortable second place as the riders looped the 2.2-mile course in the 12-lap race. The greatest battle of the race was staged between Clasen and Orlando who diced the entire way with Orlando pulling alongside down the long half mile front straightaway only to see Clasen take the line in turn one every lap. Current ROR points leader Geoff Cesmat suffered motor gremlins and was only able to pull off a 12th place finish tightening the points battle slightly going into the final two races of the season.

Motor gremlins attacked Hopperstad too as he pulled up to grid for Open Superbike when his FZR1000 would not run and had to substitute his 750 with no warm-up lap. Aaron Turner took the early lead with Hopperstad close behind. The two pulled away from the field with Turner holding on to the lead. On the last lap as they worked through lapped riders, Turner suffered an easy low-side and Hopperstad went on for the win. His wins in the 450cc and 750cc classes were flag-to-flag performances with no serious challenges.

Results

ROR GTU: 1. John Hopperstad (Yam); 2. Aaron Turner (Suz); 3. Guy Clasen (Suz); 4. Ricky Orlando (Suz); 5. Dan Turner (Suz).

ROR GTO: 1. Deiter Lane (Yam); 2. Danny Walker (Hon); 3. J.T. Terry (Hon); 4. Don Hough (Yam); 5. Bobby Miosek (Hon).
450 S/BK: 1. John Hopperstad (Yam); 2. J.T. Terry (Yam); 3. John Hjelm (Yam); 4. Jack Boone (Hon); 5. Dave Terry (Hon).
600 S/BK: 1. Deiter Lane (Yam); 2. J.T. Terry (Hon); 3. John Hjelm (Suz); 4. Bobby Miosek (Hon); 5.Kurt Dimick (Yam).
750 S/BK: 1. John Hopperstad (Yam); 2. J.T. Terry (Hon); 3. Guy Clasen (Suz); 4. Dennis Burke (Suz); 5. Brian Flanagan (Suz).
OPEN S/BK: 1. John Hopperstad (Yam); 2. Geoff Cesmat (Suz); 3. Guy Clasen (Suz); 4. Greg Nichols (Yam); 5. Mike Pettiford (Suz).
600 S/SPRT: 1. J.T. Terry (Yam); 2. Ricky Orlando (Suz); 3. Chip Killinan (Yam); 4. Bobby Odell (Kaw); 5. Mike Disney (Hon).
750 S/SPRT: 1. Dan Turner (Suz); 2. Guy Glasen (Suz); 3. Robert Wright (Suz); 4. Ricky Orlando (Suz); 5. Aaron Turner (Suz).
OPEN S/SPRT: 1. Ricky Orlando (Suz); 2. Guy Clasen (Suz); 3. Dan Turner (Suz); 4. Dan Devereau (Suz); 5. Mike Pettiford (Suz).
F-COLO: 1. Danny Waler (Hon); 2. Don Hough (Yam); 3. J.T. Terry (Yam); 4. Tony Stengel (Yam); 5. Jim Sonnleitner (Yam).
AM GTO: 1. Chuck Ortiz (Yam); 2. Mike Balkema (Yam); 3. David Burtler (Yam); 4. Gene Lewis (Yam); 5. Ray Rossi (BMW).
AM GTU: 1. William Zempel (Hon); 2. Brian Wilson (Yam); 3. Mike Disney (Hon); 4. Greg Kochis (Suz); 5. Mark Erickson (Yam).
NOV GTO: 1. Chuck Ortiz (Yam); 2. Mike Balkena (Yam); 3. Gene Lewis (Yam); 4. David Gurtler (Yam); 5. Doug Lyle (Yam).
NOV GTU: 1. William Zempel (Hon); 2. Greg Kochis (Suz); 3. Frank McMasters (Hon); 4. David Adang (Kaw); 5. Robert Kerr (Hon).

Houston happy at Gold Country Speedway

By R.C. Jones

AUBURN, CA, AUG. 25

John Houston Jr. started his 22nd birthday celebration early by winning the Coca Cola Northern California Speedway Championship. Houston, who turned 22 about 45 minutes after winning the championship, came back after a second-place finish in round one to whip out four straight wins and top the others by two points at the end for his first championship. Just prior to the start of racing Rocky Robinson was presented the number one plaque by promoter John Houston for being the top rider in northern California for 1989.

After the first of five rounds, the fans knew it would be a very interesting night as five of the prerace favorites failed to get a win. Bob Hicks looked on track with a win, but a crash in round two and a sternum injury put him on the sidelines. Robinson failed to score a win in three rounds then broke a collarbone in a round four crash.

After two rounds the top three were John Houston Jr., chased by Charlie Venegas and Joe Leduc. Houston started off round three with a win over Robinson then Leduc blew a win by taking the white flag thinking it was the checkered, allowing Robert Curry to slip past on the last lap for the win.

In the last two rounds Steve Martin came back with a win over Leduc and Curry won, leaving a tie for third.

Houston and Venegas lined up against each other in round four. Houston powered his Classic and Fashion Hairstyling/Coca Cola/Trick Racing Fuel/Bell Helmets-sponsored Jawa to the lead and was never headed during the four-lap run.

In round five Houston cranked it up again, picking up his fourth straight win and ending the night with a near max of 14 points. Houston won by two followed by Venegas, as Leduc, Martin and Curry lined up for the run-off. Martin broke the tapes and was sent off, leaving Leduc and Curry. Leduc gated first and kept Curry behind to pick up the win and third overall.

In the Support class championship Bob Collier gated first and took the lead with Bobby Hedden fighting Mark Squadrito for second. After Hedden put Squadrito away he shot after Collier. On lap three Hedden bore down on Collier and with a nice inside pass took over the lead and won the Support Championship. Collier hung on for second, Squadrito took third and John Grant was fourth.

Results

C'SHIP POINTS: 1. John Houston Jr (Jaw) 14; 2. Charlie Venegas (Gdn) 12; 3. Joe Leduc (Wes) 11; 4. Robert Curry (Wes) 11; 5. Steve Martin (Wes) 11; 6. Mike Parsons (Wes) 9; 7. Harlan Bast Jr. (Gdn) 8; 8. Mike Kain (Jaw) 8; 9. Steve Crawford (Wes) 7; 10. Shawn Reppert (Wes) 6.
SUP C'SHIP: 1. Bobby Hedden (Wes); 2. Bob Collier (Wes); 3. Mark Squadrito (Jaw); 4. John Grant (Jaw).

Shute strikes at Cycleland MX

By Leo Trombley

CHICO, CA, AUG. 26

Fourteen-year-old Travis Shute pulled off an overall win in the Expert/Intermediate class at Cycleland Raceway by posting a 2-3-2 in the three 12-lap motos.

When the gate for moto one dropped, Suzuki rider Jimmy Robertson overcame Tom Odekirk, also on an RM, for the holeshot only to give up the lead to him in a flat switchback. Kawasaki riders Shute and Wade Wilson were right behind.

Odekirk's lead was short-lived as she bailed and retired for the rest of the moto. With Odekirk out, Robertson was never pressed.

Meanwhile, Wilson passed Shute and at one time held second by more than eight seconds. On lap eight, Shute started to reel Wilson in and by the start of lap 10 the deficit had been reduced to only one second. In a high berm,

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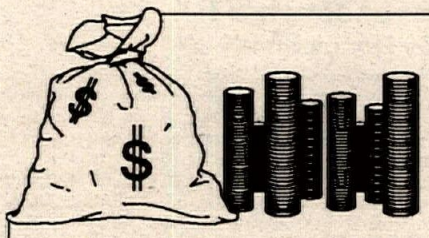

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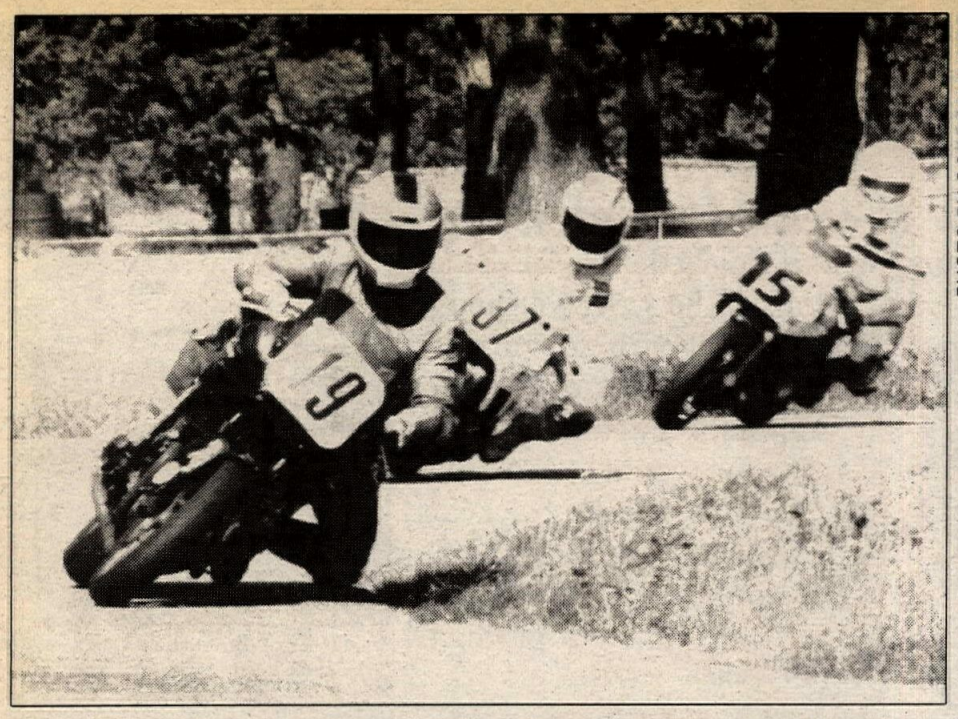

PHOTO BY GORDON LUNDE

Kevin Slezewski (19) leads winner Mike Moores (137) and Jeff Plummer in the Middleweight Superbike class at Blackhawk Farms.

Wilson blasted over the top of the berm allowing Shute to pass. Shute held second until the checkered flag, Wilson placed third and another Kawasaki rider, Scott Rusyn, took fourth.

Robertson dueled with Wilson at the start of moto two and came out on top. Shute was third and Odekirk missed the gate and started dead last.

Midway through lap two, Wilson stalled, surrendering second to Shute. Robertson continued to lead as Odekirk closed to within four seconds of Shute, who would not yield. The battle went on until Odekirk's front wheel washed out and he bailed. By the time Odekirk was up and running, Shute had built a 15-second cushion. The Suzuki rider started his charge again and within three laps he was only three seconds behind Shute.

Meanwhile, mechanical gremlins struck Robertson's bike and the entire silencer assembly broke and fell off. As Robertson slowed, Shute and Odekirk began gaining. When the white flag appeared, Odekirk was right on Shute's back tire. As the two cleared the table top in front of the stands, Odekirk out- jumped the KX rider and assumed second. When the checkers waved, Odekirk had reeled in Robertson to within two seconds, but Robertson held on to win. Shute remained in third and Rusyn finished fourth.

Moto three saw Robertson, on a borrowed Honda, grab the holeshot with Wilson and Shute close behind. Odekirk got a bad start and was back in fifth. Wilson fell giving Shute second. Robertson blasted away and left the rest of the field in his dust. Shute held a comfortable second for another four laps when Odekirk began to gain. It was a carbon copy of moto two, the young rider fending off the experienced pro. While this was happening, gremlins struck Robertson again and the Honda tossed a chain. As lap 10 wound down, Odekirk assumed the lead and held on for the win with Shute in second and Rusyn in third.

Results

50-60: 1. Jake Jahnke (Yam).
MINI BEG: 1. Jim Ferguson (Yam); 2. Tim Giffin (Kaw); 3. Jeff Owens (Yam).
MINI JR: 1. Damien Rush (Suz).
125 NOV: 1. Shane Obendorf (Kaw); 2. Randy Howarth (Yam); 3.Bobby Fear (Kaw).
125 JR: 1. Scott Rusyn (Kaw); 2. Russell Lee (Kaw).
250 NOV: 1. Brandon Williams (Hon); 2. Zane Amaro (Hon); 3. Mike Lopez (Yam).
250 JR: 1. Ken Strothman (Kaw).
OPEN NOV: 1. Todd Wore (Hon); 2. Wade Snodgrass (Suz).
VET: 1. Michael Rich (Suz).
EX INT: 1. Travis Shute (Kaw); 2. Tom Odekirk (Suz); 3. Wade Wilson (Kaw).

Moores masters Blackhawk RR

By Gordon Lunde

SOUTH BELOIT, IL, AUG. 20

Mike Moores rode to four victories aboard his J.M. Oil/Amoco/Beeline Marine/Lofgren Racing Yamaha FZR600 in CCS Midwest Region competition at Blackhawk Farms Raceway.

Moores got his first win in the Solo GTU class over a field of 45 riders. Jeff Plummer ran out to an early lead only to suffer transmission problems. Kevin Slezewski inherited the lead for the next eight laps until Moores got by and led the rest of the way to the checkered flag.

Andy Fenwick led the start of the Middleweight Supersport race but Moores got by to begin lap two. Mark Erickson got by Fenwick for second on lap three and the top three remained set through the finish.

Moores followed up with wins in Middleweight Superbike over Jeff Plummer and Middleweight GP ahead of Kevin Slezewski.

Scott Zampach was the man to beat in Heavyweight class action as he put his Don & Roy's Cycle/Dunlop/AGV/Spectro/Dyno-Jet/Fox/RK Suzuki into the top position three times. In the Suzuki Cup Heavyweight Supersport event, Zampach was making his way to the front from a last-row starting position when Gary Hatherly crashed in turn six and brought out the red flag. Hatherly was all right and a restart was called..

Officials were ready to give Zampach a 10-second stop-and-go penalty when the red flag came out, but Zampach got the opportunity to plead his case on the alleged wrong grid position during the break in action and was not penalized. Had he been, Zampach never would've been able to catch Fenwick, who sat on the front row for every race and Zampach on the last row.

Fenwick jumped out front early on the restart with Charlie Buse, Matt Winacker and Mike Karm in tow. Zampach moved to third by the end of lap one, then Buse fell victim to Zampach on lap four. Zampach then closed the gap on Fenwick over the next two laps, took the lead on lap six and went on to his first victory. Zampach went on to also claim wins in the Heavyweight Superbike and Unlimited Supersport classes.

There was a disappointing turnout for the inaugural U.S. Twin Sports event. Only one rider, Darrel Jones, a Harley-Davidson dealer from Missouri, rode the event which was combined with Lightweight Supertwins. Darrel went home with an easy $300 first place prize money paid by Harley-Davidson.

Results

U.S. TWIN SPORTS EX: 1. Darrel Jones (H-D).
L/W S/TW EX: 1. Matt Winnacker (Kaw); 2. Brian French (Hon); 3. Chris Helland (Cag); 4. Mark Johnson (Suz); 5. Rich Blander (Hon).
L/W S/SPRT EX: 1. Matt Winnacker (Kaw); 2. Peter Schow (Yam); 3. John Mensch (Yam); 4. Michael Janke (Yam).
L/W S/BK EX: 1. Matt Winnacker (Kaw); 2. Brian French (Hon); 3. Peter Kight (W-R); 4. Chris Helland (Cag); 5. John Voznack (Hon).
L/W GP EX: 1. Mike Hunter (Yam); 2. Rick Puetz (Yam); 3.Matt Winnacker (Yam); 4. Larry Cohee (Yam); 5. Peter Schow (Yam).
M/W S/SPRT EX: 1. Mike Moores (Yam); 2. Mark Erickson (Yam); 3. Andy Fenwick (Suz); 4. Gerard Hoppa (Yam); 5. Ray Yoder Jr. (Suz).
M/W S/BK EX: 1. Mike Moores (Yam); 2. Jeff Plummer (Yam); 3. Kevin Slezewski (Hon); 4. Mark Erickson (Yam); 5. Tony Lagrene (Yam).
M/W GP EX: 1. Mike Moores (Yam); 2. Kevin Slezewski (Hon); 3. Mark Erickson (Yam); 4. Jeff Plummer (Yam); 5. Ron Petrick (Hon).
H/W S/SPRT EX: 1. Scott Zampach (Suz); 2. Andy Fenwick (Suz); 3. Ray Yoder Jr. (Suz); 4. Charlie Buse (Suz); 5. Leo Papierniak (Suz).
H/W S/BK EX: 1. Scott Zampach (Suz); 2. Charlie Buse (Suz); 3. Leo Papierniak (Suz); 4. Matt Winnacker (Kaw); 5. Gerard Hoppa (Yam).
U/L S/SPRT EX: 1. Scott Zampach (Suz); 2. Mike Karm (Suz); 3. Mark Erickson (Yam); 4. Gerard Hoppa (Yam); 5. Gary Hatherly (Suz).
U/L GP EX: 1. Mike Hunter (Yam); 2. Ed Gray (Yam); 3. Dave Bradford (Nor); 4. Scott Williams (Suz).
L/W S/TW NOV: 1. Tim Bingen (Kaw); 2. Matt McNall (Kaw); 3. Dave Freeman (Kaw); 4. Dave Gollon (Cag); 5. Bruce Kyllingstad (Yam).
L/W S/SPRT NOV: 1. Dave Doe (Yam); 2. Shawn Rank (Yam); 3. Mike Lower (Yam); 4. Jeff Brown (Yam); 5. Wayne Lindbar (Yam).
L/W S/BK NOV: 1. Greg Hutcheson (Yam); 2. Tim Bingen (Kaw); 3. Alan McPhee (Yam); 4 Chad Konop (Yam); 5. Richard Baker (Yam).
L/W GP NOV: 1. Dave Doe (Yam); 2. Alan McPhee (Yam); 3. Shawn Rank (Yam); 4. Mike Lower (Yam); 5. Dave Parker (Yam).
M/W S/SPRT NOV: 1. Darin Chic (Yam); 2. Rick Breuer (Hon); 3. Mark Tesch (Hon); 4. Tim Kemnitz (Yam); 5. Ken Fineis (Yam).
M/W S/BK NOV: 1. Darin Chic (Yam); 2. Rick Breuer (Hon); 3. Tim Kemnitz (Yam); 4. Mark Tesch (Hon); 5. Stephen Polizzi (Yam).
M/W GP NOV: 1. Darin Chic (Yam); 2. Rick Breuer (Hon); 3. Mark Tesch (Hon); 4. Ken Fineis (Yam); 5. Stephen Polizzi (Yam).
H/W S/TW NOV: 1. Ken Paulson (Duc); 2. Matt McNall (Kaw); 3. Mike Rossi (Duc); 4. Dave Freeman (Kaw); 5. Jeff Moehrke (Yam).
H/W S/SPRT NOV: 1. Darin Chic (Yam); 2. Rick Breuer (Hon); 3. Brian Englehart (Suz); 4. Jim Holder (Suz); 5. Jim Pekowsky (Suz).
H/W S/BK NOV: 1. Matt Sheldon (Yam); 2. Darin Chic (Yam); 3. Brian Englehart (Suz); 4. Jim Pekowsk (Suz); 5. Ron Foye (Suz).
SOLO GTO NOV: 1. Ray Yoder Jr. (Suz); 2. Scott Williams (Suz); 3. Charlie Buse (Suz); 4. Mark Karm (Suz); 5. Ron Foye (Suz).
SOLO GTU NOV: 1. Mike Moores (Yam); 2. Kevin Slezewski (Hon); 3. Bob Delie (Hon); 4. Chris Helland (Cag); 5. Mark Hayes (Yam).

PHOTO BY TOM BLACHEK

Georgie Price won the Pro-Am class at the Afton Half-Mile.

Bachman best at Hookstown ST

By Donna Smith

HOOKSTOWN, PA, AUG. 23

Round three of the Pennsylvania State Fair Dirt-Track Series was held at the Hookstown Fair and the tight, hard-packed clay eighth-mile provided plenty of action.

The 250cc Knobby class was a dual act between Dave Bachman and Dean Richards in both the heat and feature. Bachman got the holeshot both times but Richards really put the heat on the whole time. Richards just couldn't find any place to pass in either race. Bachman won both the heat and feature with Richards directly behind him.

The 125cc Knobby class saw Cory Mick, Ken Purvis and Don Wilson go at it. When it was all said and done Mick won with Purvis second and Wilson a close third.

Paul Starr dominated the Open Expert class with his hard charging riding style, winning both the heat and feature going away on a converted Kawasaki KDX200. The heat race had Starr get the holeshot and build up a comfortable lead. Tom Portman finished second with Dave Onuska third and Dennis Hogue a close fourth.

The 12-lap feature saw Starr once again get the holeshot. Starr was hooked up and was gone. Tom Portman went down in turn two and Onuska and Hogue started their war for second place. For 11 laps Onuska was able to hold off Hogues attempts, but with one lap to go Hogue got past Onuska to take second place.

Results

OPEN EX: 1. Paul Starr (Kaw); 2. Dennis Hogue (Kaw); 3. Dave Onuska (Yam).
125 KNOBBY: 1. Cory Mick (Kaw); 2. Ken Purvis (Kaw); 3. Don Wilson (Kaw).
250 KNOBBY: 1. Dave Bachman (Hon); 2. Dean Richards (Yam); 3. Robert Bowen (Hon).

Wincewicz wins Castle Rock TT

By Derryl Anderson

CASTLE ROCK, WA, AUG. 12

Lou Kinnish-backed John Wincewicz held off hard-charging Danny Stanley to take the main event win in the Junior/Expert class at Castle Rock TT.

The first heat race was won by Randy Roose, while the second heat was a battle between Wincewicz and Stanley. At the end it was Wincewicz, Stanley, Don Paul and Robert Frohs.

Kirk Strong led heat three followed by Marty Zirbel, Speedy Kell, John Clayton, Jeff Hiatt and Kevin Bass. Zirbel wasted little time in taking control of the lead and holding it to the checkers. Behind him at the finish was Kell, Hiatt Strong and the others.

In the main event Zirbel took the lead ahead of Wincewicz, Del Schnitzer, Stanley, Kell and the others. On lap two Wincewicz went by Zirbel and started to build a lead, but a lap later Stanley came from fourth to second and started to reel him in. Stanley chased Wincewicz lap after lap and coming into turn three on lap five he came around Wincewicz on the outside, but that only made Wincewicz go a little harder and close off Stanley's line. Stanley continued to pressure Wincewicz inside and outside but couldn't get by and their battle took them out to a straightaway lead on the others. Kell and Zirbel battled back and forth over third with Kell winning out just before the end.

Paul Newman took the lead in heat one of the Pro-Am class but on lap two David Bachmeier took over first for good. J.P. Simonsen got the scratch in heat two but Steve Hyson slid by on lap two to take the win.

In the main event Hyson came out fast, putting 20 yards on Simonsen and the others. Two laps later Simonsen was all over Hyson looking for an opening. The two of them battled right down to the last lap where both riders went into turn one side by side. Both of them got tangled with Hyson going down momentarily. Simonsen came around in the lead only to receive a controversial black flag. Meanwhile Hyson was up quickly and running in third. At the finish it was Bachmeier inheriting the win over Annen, Hyson, Wheaton, Newman, Lowe, Liberty, Munyon, Dishon and Simonsen.

Results

50 B: 1. Jon Lingle (Yam); 2. Jacob Currey (Hon); 3. Paul Castillo (Yam); 4. Ben Bushnell (Suz).
50 A: 1. Jerod Moore (Yam); 2. Tyler Manley (Yam); 3. Jimmy Ragsdale (Yam); 4. Scooter Vernon (Yam); 5. Dale Ainslie (Yam); 5. Tony Kautz (Yam).
60: 1. Beau Manley (Kaw); 2. Joshua Currey (Hon); 3. Chris Vernon (Yam).
80 B: 1. Jason Burchett (Kaw); 2. Joshua Currey (Hon).
80 A: 1. Noah Kirkland (Kaw); 2. Jason Nelson (Hon); 3. Josh Welsh (Kaw).
125: 1. Ryan Anderson (Hon); 2. Dusty Kirk (Hon); 3. Jeremiah Porter (Hon).
250 C: 1. Noah Kirkland (Hon).
250 B: 1. Tim Ball (Hon); 2. Ken Church (Kaw).
250 A: 1. Phillip Prutsman (Yam); 2. Dave Stering (Cag); 3. John Bredfield (Kaw).
30+ 250 B: 1. Tim Fellows (Hon); 2. Hank Frenna (Hon).
30+ 250 A: 1. Dave Stering (Cag); 2. Steve Power (Yam); 3. Bruce Scott (Hon).
30+ OPEN C: 1. Lewis Pugh (Yam).
30+ OPEN B: 1. Ron Evans (Yam); 2. Don Cookson (Hon).
30+ OPEN A: 1. Jim Roseth (Tri); 2. Buck Murphy (Tri); 3. Kevin Merrell (Yam).
40+ B: 1. Bruce Johnson (Tri).
40+ A: 1. Sonny Burres (Tri); 2. Dan Kirk (Hon); 3. Tom Tarrant (Tri).
OPEN B: 1. Ron Evans (Yam); 2. Ken Osborne (Yam).
OPEN A: 1. Richard Hamilton (Yam); 2. Kevin Merrell (Yam); 3. Tim Mitchell (Yam).
PRO AM: 1. David Bachmeier (H-D); 2. Jeff Annen (H-D); 3. Steve Hyson (Hon); 4. Ken Wheaton (Hon); 5. Paul Newman (Rtx).
JR/EX: 1. John Wincewicz (W-R); 2. Dan Stanley (W-R); 3. Speedy Kell (H-D); 4. Marty Zirbel (Hon); 5. Del Schnitzer (W-R).

Estelle wins Afton HM

By Tom Blachek

AFTON, NY, AUG. 20

Craig Estelle was crowned New York State Half-Mile Dirt Track Champion in the Open Expert class at the Afton Fairgrounds.

Estelle, riding the R&I Mfg./Harold Raymond/Bob's Shop/Southern Tier H-D/Bruce Underwood/Harris Construction Boots/Oakley/Bell Helmets/Oury/Mom & Dad-sponsored 750cc H-D, set the fastest lap times in practice and won the first and fastest of the four heats. Claude Racine won the second fastest heat and lined up just inside of Estelle in the final.

Off the start Duane Veeder, on a 600cc single-cylinder Wood-Rotax, grabbed the lead. Estelle got off the starting line poorly, but passed several riders in the first and second turns to move into third on the back straight. Estelle shadowed Veeder on lap two and overpowered him down the back straight on lap three. Brian Tillson moved into third on the same lap, setting the finishing order. Estelle was pressured by Veeder on all the remaining laps. Veeder would close up on Estelle in the very-tight turns one and two where his lighter bike worked better, but Estelle would stretch out his lead down the back straight and through the sweeping turns three and four where he could use his horsepower advantage.

Georgie Price led the Pro-Am class from start to finish after finishing fifth in both the 250cc Expert and Open Expert classes. His performance was remarkable considering he crashed heavily in a heat race, twisting his ankle. Price needed help starting his Open bike because he could hardly walk. When asked how he managed to win the Pro-Am final after two fifth place finishes, Price said that his ankle had gone numb and didn't hurt anymore.

The biggest winner of the day was 12-year-old Kenny Coolbeth as he swept the Mini, 125 and 250cc Amateur classes. This was the first time Coolbeth had competed on a 250cc motorcycle and the three wins boost his win total to 16 of 17 finals. Coolbeth is sponsored by R&I Mfg., Gary Edmunds, Spectro Oils, Wilcox Motorcycle, Jim Tipping, and Mom & Dad.

Bill Tillson also turned in a fine performance, winning the 250cc Expert class in addition to a third in the Open Expert class. Tillson ran in second for a lap before shooting by Veeder. On lap three, Jason Fletcher pushed Veeder to third, with Estelle in fourth. Fletcher applied pressure to Tillson, but was unable to take over the top spot.

Results

Y-ZINGER (50): 1. R.J. Overholt (Suz); 2. Robert Roosa Jr. (Yam).
Y-ZINGER (60): 1. Mark Gourley (Kaw); 2. Aaron Creamer (Kaw); 3. Jeremy Thompson (Yam); 4. Matthew Murray (Kaw); 5. Joshua Bailey (Hon).
MINI: 1. Kenny Coolbeth Jr. (Kaw); 2. Todd Winsett (Hon); 3. R.J. Overholt (Kaw); 4. Christopher Hart (Kaw); 5. Morgan Coolbeth (Kaw).
125 AM: 1. Kenny Coolbeth Jr. (Kaw); 2. R.J. Overholt (Kaw); 3. Dean Bush (Kaw); 4. Thomas Weiss (Hon); 5. Chad Heideman (Hon).
125 EX: 1. Bill Newkirk (Hon); 2. Bob Weiss (Hon); 3. Jay Skidmore (Hon); 4. Chad Groescup (Hon).
250 AM: 1. Kenny Coolbeth Jr. (Hon); 2. Thomas Weiss (Hon); 3. Bob Gette (Suz); 4. Chad Heideman (Yam); 5. Joseph Meier (Hon).
250 EX: 1. Brian Tillson (Hon); 2. Jason Fletcher (Hon); 3. Duane Veeder (Hon); 4. Craig Estelle (Suz); 5. Georgie Price (Yam).
OPEN AM: 1. Chris Wnuk (Hon); 2. Wayne Eldred Jr. (H-D); 3. Bob Gette (Rtx); 4. Williams Adams (Rtx); 5. Jesus Crawford (Rtx).
OPEN EX: 1. Craig Estelle (H-D); 2. Duane Veeder (W-R); 3. Brian Tillson (W-R); 4. Jay Skidmore (Rtx); 5. Georgie Price (W-R).
PRO-AM: 1. Georgie Price (W-R); 2. Conrad Parshall (H-D); 3. George Kuhn (W-R); 4. Steve Longo (Rtx); 5. Bob Weiss (Rtx).
SR A: 1. Jay Skidmore (Rtx); 2. Steve Longo (Rtx); 3. George Kuhn (W-R); 4. John Hildebrand (W-R); 5. David Scheffer (H-D).
SR B: 1. Robert Laviolette (Kaw); 2. Maynard Priestly (Rtx); 3. Douglas Lent (Yam); 4. Dale Clark (Yam); 5. Joseph Addabbo (Yam).

McBride brothers triumph at Victory Speedway

By Larry McBride

VICTORY, NY, AUG. 20

Lenny and Tuff McBride swept the Scratch and Handicap main events at Victory Speedway.

Lenny McBride took a second place finish in the third scratch heat behind Damien Cornwell, and another second in Scratch semi one in back of Tom Burge.

Lenny avenged those second-place finishers at main event time as he sat on position three with John Lewis to his right, his brother Tuff on his left and Tom Burge sitting on the pole. All riders actually beat the Mario's Pizza-sponsored rider to the first turn, but Lenny had positioned himself well as he squared the corner perfectly and took the inside line and the lead down the back straight.

Never more than a bike length behind, Tuff made every attempt to get by his brother, but was unable to and Lenny maintained his track point lead by carrying the checkered flag.

Tuff McBride dominated the Handicap events leading up to the main and was accompanied on the 70-yard line by his brother Lenny, Burge and Lewis, with Danny Fallon going off the 20-yard line. Looking like a Scratch race from the 70 both Tuff and Lenny beat Lewis and Burge to turn one and dialed in on Fallon. Lenny went high entering turn four to drop to fourth behind Burge and Tuff. Tuff pressured Fallon on the pipe for three circuits, but was unable to tuck his wheel inside enough to move Fallon. On lap four McBride shifted to an outside line and the traction propelled him past Fallon and two laps later to the victory.

Time Mathewson took to a first ride on a new Godden very nicely by winning his first main event in Division Two at Victory Speedway.

Matiasevich masters Perris MX

By David Procida

PERRIS, CA, AUG. 12

While Kawasaki factory rider Jeff "Chicken" Matiasevich diced with Pro Circuit's Larry Brooks in the 125cc Pro class, they were joined by Open Pros Brian Manley, Willy Musgrave and Vince Warren, making an exciting race for spectators and racers alike.

In moto one, Matiasevich led the moto with Brooks hot on his trail. Moving up fast Manley took over second and began to close on Matiasevich. ATK/Hallman-sponsored Willy Musgrave was on the gas and had his 406 motoring along behind Brooks' screaming Honda CR125. On lap seven, Manley powered by Matiasevich for the lead but, two laps later Matiasevich retook the lead. Warren was running a short distance behind Musgrave, but was still in the hunt.

Up front, Matiasevich increased his lead while Brooks dogged Manley. For the next six laps the two privateers fought back and forth, keeping the crowd on their feet. Late in the 17-lap race Manley opened up a little breathing room, but was a considerable distance behind Matiasevich. Musgrave held onto fourth overall as Matiasevich took the checkered, followed by Manley and Brooks.

In moto two Manley took the helm with Brooks and Matiasevich close behind. Manley held the lead for the first couple of laps before Brooks and Matiasevich flew by. The action kept everyone's eyes on the lead pair as the Kawasaki pilot pressured Brooks in every corner. Lap six saw the third leader of the moto as Matiasevich motored into the lead. Manley was only a heartbeat behind and was now breathing down Brooks' collar, but Manley wasn't alone as Musgrave was only a bike length behind. Manley stormed by Brooks, which left Musgrave knocking at Brooks' door. On lap 14 Musgrave also got by Brooks. As the moto wore down, Matiasevich held on to the lead with Manley only a short distance back. Musgrave made a charge that carried him to within a few bike lengths of Manley. Brooks finished fourth overall with Warren a distant fifth.

Results

MINI BEG: 1. Richard Dick Jr. (Kaw); 2. Kris Hawk (Hon); 3. Chris Beffard (Suz); 4. D.J. Radcliff (Hon); 4. Bernhard Leitner.

125 BEG: 1. Ty Kady (Kaw); 2. Cory Clark (Hon); 3. Jimmy Thompson (Kaw); 4. Matt Holland (Hon).

250 BEG: 1. Mike Maniscatch (Yam); 2. Chad McIntosh (Hon); 3. Darin Nishimukr (Hon); 4. Brian Miller (Suz); 5. Frank Paglia (Hon).

125 NOV: 1. Donald Upton (Hon); 2. Kavika Shibuya (Kaw); 3. Jason Foxe (Hon); 4. Christian Holland (Hon); 5. Angelo Morgan (Hon).

250 NOV: 1. Brett Stubbs (Kaw); 2. Tonrod Rodriguez (Yam); 3. W.J. Bradbury (Hon).

OPEN NOV: 1. Randy Dale (Hon); 2. Jeff Dresser (Hon); 3. Chris Bergstrow (Yam).

125 INT: 1. Thaddeus Mert (Yam); 2. Jeff Lambson (Yam).

250 INT: 1. Pat Womack (Hon).

OPEN INT: 1. Mike Dougherty (ATK); 2. Patrick Markham (ATK).

125 PRO: 1. Jeff Matiasevich (Kaw); 2. Larry Brooks (Hon).

250 PRO: 1. Scott Brown (Kaw).

OPEN PRO: 1. Brian Manley (Kaw); 2. Willy Musgrave (ATK); 3. Vince Warren.

25-29 BEG: 1. Reid Nordin (Kaw); 2. Kirk Umphress.

25-29 NOV: 1. Brian Allen (Cag); 2. Chris Bergstrom (Yam).

25-29 INT: 1. Mike Dougherty (ATK); 2. Bill Keefe (Kaw).

VET NOV: 1. Pat Orescanin (Suz); 2. John Ritchie (Hon); 3. Chris Perez (Yam); 4. Wally Moore; 5. Jim Ashcraft (Hon).

VET INT: 1. David Fox (Hon); 2. Walt Olson (Hon); 3. W.J. Bradbury (Hon); 4. Nick Costello (Hon); 5. Ray Pisarski (Hon).

VET EX: 1. Larry Nannenga (Hon); 2. Alan Olson; 3. Tracy Hrach (Hon); 4. Ron Lawson (Suz); 5. Richard Dick (Kaw).

OT: 1. Bengt Johansson (Hon); 2. Marvin Olson; 3. Jody Weisel (KTM); 4. Hal Grady (Hon); 5. Richard Bealer (Yam).

Stanley steams at Coeur d'Alene HM

By Derryl Anderson

COEUR D'ALENE, ID, AUG. 20

Danny Stanley shot off the line at the start of the 600cc Pro class final and never looked back on his way to the win in the half mile dirt track program at the Kootenai County Fairgrounds.

Knight Frame/Steve Baker Kawasaki/BBRP/Bell/Maxima/Budweiser-sponsored Stanley, a Junior class rider, finished second to Speedy Kell in the first 600cc Pro heat race with Troy Norris taking third.

Veteran Mickey Fay took the win in the second heat after leader Steve Aseltine dropped out two laps from the end with a broken spark plug wire. John Wincewicz was second and Marty Zirbel came in third.

In the main event, Rotax-mounted Stanley pulled the holeshot but at the end of lap one rain began to fall and the race was stopped at the end of the fourth lap.

The rain came down hard for approximately 20 minutes and a lot of the spectators left. But those who hung around were the smart ones as hard work on the track — first with a spiked drag and then an hour of wheel packing — produced an absolutely beautiful surface two hours after the red flag had waved.

Stanley was first away in the single-file restart and he soon built up a huge, unchallenged lead. At the checkered flag it was Stanley, Kell, Fay, Norris and Don Paul taking the top five spots.

In the hotly contested Pro-Am class, J.P. Simonsen and Steve Hyson continued their season-long battle with Simonsen coming out on top on the big track.

Aseltine made up for the problems he had in both the 600cc Pro heat race and main event by handily winning the 750cc Twin class final aboard the Manko/Lopp Harley-Davidson. Don Wilson took second with Rex Fisher third.

Results

50: 1., Dale Ainslie (Yam); 2. Kati Ash (Yam); 3. J.P. Carpenter (Yam); 4. Jacob Currey (Yam).

60: 1. Josh Currey (Hon).

80: 1. Jason Nelson (Hon); 2. Noah Kirkland (Kaw); 3. Josh Currey (Hon); 4. Steve Smith (Kaw); 5. Justin Popple (Yam).

250 AM: 1. Pat Galles (Kaw); 2. Dave Stering (Cag).

250 S-P: 1. Dan Stanley (Kaw); 2. Joe Kopp (Hon); 3. Speedy Kell (Kaw); 4. Ryan Anderson (Hon).

OVER 30: 1. Jim Roseth (Tri); 2. Mark Waterson (W-R).

OVER 40: 1. Gary Hite (Tri); 2. Archie Triber (Hon); 3. Dick LeRoy (Rtx); 4. Ray Carroll (Tri); 5. Duane Sandin (Tri).

600 AM: 1. Ryan Anderson (Hon); 2. fJohn Jurkovich (Hon); 3. Mark Broncheau (Yam); 4. Lonny Kopp (Kaw); 5. Archie Triber (Hon).

750 TW: 1. Steve Aseltine (H-D); 2. Don Wilson (Hon); 3. Rex Fisher (H-D); 4. John Wincewicz (Tri); 5. Mark Gibson (H-D).

P-A: 1. J.P. Simonsen (Hon); 2. Steve Hyson (Hon); 3. Paul Lavoie (Hon); 4. Joel Husky (Hon); 5. Tom Sherman (W-R).

600 PRO: 1. Dan Stanley (Rtx); 2. Speedy Kell (H-D); 3. Mickey Fay (Hon); 4. Rex Fisher (W-R); 5. Troy Norris (W-R).

Alvarez ropes Riverside YSR50 RR

By Dan Steele

RIVERSIDE, CA, AUG. 27

Tony Alvarez won in the Beginner Stock class of the NMA Road Race at Adams Raceway in Riverside.

The first heat of the day saw Kenny Roberts Jr. get off the line with Alvarez and Jim Dalton close behind. As Dalton and Alvarez fought for the second spot, Roberts began to stretch out his lead. In the back esses, Dalton made a bold move to pass Alvarez but went off the track into the dirt. When Dalton re-entered the track he was in front of Alvarez, causing him to be black-flagged. Alvarez set his sights on Roberts but the checkered flag came a little too soon and Roberts held on to win by a nose.

In the second Beginner Stock class heat race, Mark Long got the holeshot and by the second lap was far out in front with nobody to challenge him for the lead. At the finish, Long was first with Mark Richards second and Dawn Peck third.

The race of the day was a 16-rider main event in the Beginner Stock class. At the drop of the green flag, Alvarez blasted into the first turn with Roberts, Todd Bell, Long and Dalton in tow. In the second turn, Dalton passed Long and Bell to take third. By the third turn, Long charged and passed three riders on the inside to take the second spot. As Alvarez and Long began to pull away from the pack, the race for third was on. Dalton passed Roberts and then crashed, which held up both Roberts and Bell. Dalton remounted and desperately tried to catch the front-runners.

As Dalton was passing backmarkers on the straightaway, he tangled with Peck and both riders went down hard. Peck was placed on a backboard and taken to the hospital via ambulance in much pain. Alvarez took the win with Long finishing second and Roberts third.

Results

50 BEG STK: 1. Tony Alvarez (Yam); 2. Mark Long (Yam); 3. Kenny Roberts Jr. (Yam).

50 BEG MOD: 1. Carlo Oddo (Yam); 2. Mark Long (Yam); 3. Kenny Roberts Jr. (Yam).

50 AM MOD: 1. Mike Green (Yam); 2. Robert Duran (Yam); 3. Lisa Peterson (Yam).

50 PRO STK: 1. Mark McDonald (Yam); 2. Dave Trager (Yam); 3. Jamie Riker (Yam).

50 PRO MOD: 1. Dave Trager (Yam); 2. Mark McDonald (Yam); 3. Jamie Riker (Yam).

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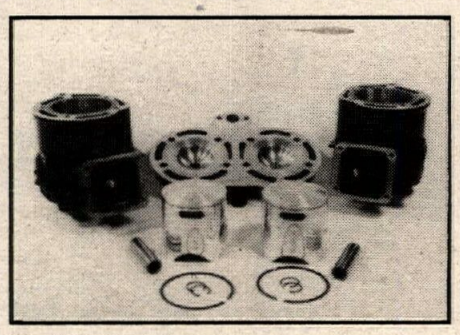

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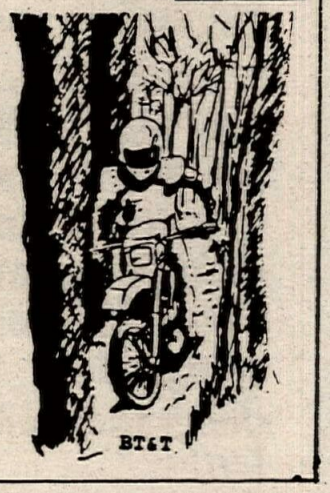

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350 Delmeter Road, Castle Rock, WA 98611
RACE INFO: (206) 274-4346 or (503) 282-3063

GFI/PERRIS RACEWAY 1989 SCHEDULE

Sun. Sept. 10 — Carlsbad Raceway
$1,000.00 Pro Purse
Sat. & Sun. Sept. 16-17 — Perris Raceway
$1,500.00 Pro Purse
(714) 788-5853

CANDIES CREEK MX

Sept. 16/Sept. 23

Info: **(615) 479-3470**
(615) 554-3392

Calendar

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone, we must have a complete Calendar listing form on file. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series
9/17 Goiania, Brazil

World C'ship Superbike Road Race Series
9/17 Hockenheim, West Germany
9/24 Pergusa, Sicily
10/8 Oran Park, Australia
10/15 Manfield, New Zealand

Motocross des Nations
9/10 Gaildorf, West Germany

International Six Days Enduro
9/25-30 Waldurn, West Germany

World C'ship Observed Trials Series
9/10 Luxemburg

Camel Pro/AMA Grand National C'ship Dirt Track Series
*9/10 Syracuse, NY M
9/17 San Jose, CA M
*9/30 Gardena, CA H/M
*10/7 Sacramento, CA M
* Will include Camel Challenge race.
Info 614/891-2425

AMA 600 Nat'l C'ship Dirt Track Series
9/23 Castle Rock, WA TT
Info 614/891-2425

AMA Junior Nat'l C'ship Dirt Track Series *
9/10 Syracuse, NY M
Info 614/891-2425

AMA Regional C'ship Dirt Track Series *
9/22 Castle Rock, WA TT
Info 614/891-2425

AMA/EBC Brakes Endurance Road Race Series
10/14-15 Talladega, AL
10/27-29 Daytona Beach, FL
Info 704/684-4297

AMA/CCS Yokohama Nat'l C'ship Supersport Road Race Series
10/14-15 Talladega, AL
10/27-29 Daytona Beach, FL
Info 704/684-4297

AMA 125/500cc Nat'l C'ship MX Series
9/24 Binghamton, NY
10/1 Delmont, PA
10/8 Budds Creek, MD
10/15 New Berlin, NY
Info 614/891-2425

AMA Nat'l C'ship Enduro Series
9/10 Winterset, IA
10/15 W. Greenwich, RI
10/29 Redding, CA

AMA/Wiseco/Yamaha Grand Nat'l Cross Country Series
9/10 Hookstown, PA
9/17 Waterford, OH
10/8 Bunner Ridge, WV
10/14 Mt. Morris, PA
10/29 Tarentum, PA

AMA Nat'l C'ship Hare Scramble Series
10/22 Flat River, MO
Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series
9/10 Maybelle, CO
10/22 Lucerne, CA
Info 614/891-2425

AMA/CCS Road Race Series
Florida Region
9/16-17 W. Palm Beach, FL
Mid-Atlantic Region
9/16-17 Summit Point, WV
Mountain Region
9/9-10 Steamboat Springs, CO
9/24 Denver, CO
Mid-West Region
9/9-10 Beloit, WI
9/16-17 Grattan, MI
North Central Region
9/16-17 Brainerd, MN
Salt Lake Region
9/17 Salt Lake City, UT
10/1 Salt Lake City, UT
South Central Region
9/23-24 Hallett, OK
Southeast Region
10/14-15 Talladega, AL
Southwest Region
9/17 Chandler, AZ
10/7-8 Phoenix, AZ
Info 704/684-4297

AMA/CCS U.S. Twin Sports Road Race Series
9/9-10 Rockton, IL
9/16-17 Grand Rapids, MI
9/16-17 Charlestown, WV
9/17 Chandler, AZ
10/14-15 Talladega, AL
10/28-29 Daytona Beach, FL

IDBA Nat'l C'ship Drag Race Series
9/15-17 Norwalk, OH
10/13-15 Commerce, GA
Info 205/849-7886

Dragbike! Nat'l C'ship Drag Race Series
9/9-10 Bakersfield, CA
9/29-10/1 Bradenton, FL
10/7-8 Phoenix, AZ
10/28-29 Baytown, TX
11/3-5 Palmdale, CA
11/17-19 Gainesville, FL
Info 315/735-1661

AMRA Nat'l C'ship Drag Race Series
9/16-17 Bunker Hill, IN
10/7-8 Clarksville, TN
Info 312/250-0838

SCRA Drag Race Series
9/23-24 Greensboro, NC
10/29 Farmington, NC
Info 919/697-7690

WERA/Toyota/Dunlop Formula USA Nat'l C'ship Road Race Series
9/9-10 Willow Springs, CA
10/7-8 Indianapolis, IN
11/4-5 Braselton, GA
Info 803/681-9372

WERA/EBC Brakes Nat'l Endurance Road Race Series
9/9-10 Rosamond, CA
9/30 Shannonville, CAN
10/7 Clermont, IN
11/3 Braselton, GA
Info 803/681-9372

WERA Nat'l C'ship Road Race Series
Northeast/Mid-Atlantic Region
9/30-10/1 Garrettsville, OH
10/14-15 Summit Point, WV
Southeast Region
9/16-17 Talladega, AL
9/30-10/1 Faulkville, GA
North Central Region
9/23-24 Grattan, MI
10/7-8 Clermont, IN
Mid-Central Region
9/16-17 Talladega, AL
10/7-8 Clermont, IN
South Central Region
9/16-17 Henderson, TX
10/7-8 Hallett, OK
Pacific Region
9/8-10 Willow Springs, CA
9/30-10/1 Rosamond, CA
Info 803/681-9372

WERA Western Regional Endurance Series
9/9-10 Rosamond, CA
9/16 Coquitlam, B.C., CAN
Info 803/681-9372

WERA Grand Nat'l Final
11/1-5 Braselton, GA

NETA C'ship Trials Series
9/17 Ossipee, NH
9/23 Meriden, CT
10/14-15 Conway, NH
10/29 Chepachet, RI
Info 617/695-1506

STRA C'ship Trials Series
9/30-10/1 Cullman, AL
10/15 Winchester, TN
10/29 Cleveland, GA
11/12 Pigeon Forge, TN
Info 615/967-3008

NESC C'ship Motocross Series
9/10 Southwick, MA
9/17 Central Village, CT
10/1 Southwick, MA
10/8 Middleboro, MA
10/22 Southwick, MA
10/29 Middleboro, MA
11/5 Middleboro,MA
11/12 Middleboro, MA
Info 413/772-0685

NETRA C'ship Enduro Series
9/10 Lee, MA
9/24 Adams, MA
10/15 W. Greenwich, RI
11/5 Stafford, CT
11/19 Marlborough, CT
Info 203/875-5757

NETRA C'ship Hare Scrambles Series
9/17 N. Petersburg, NY
10/8 Fishouse, NY
10/22 South Central, MA
10/29 Wrentham, MA
Info 203/875-5757

ECEA C'ship Enduro Series
9/10 Belleplain, NJ
9/17 Shippensburg, PA
9/24 Brandonville, PA
10/8 Grenloch, NJ
10/15 W. Greenwich, RI
10/29 Bear, DE
11/12 Warren Grove, NJ

SETRA C'ship Enduro Series
9/17 Abbeville, SC
9/24 Jimison, AL
10/1 Cochran, GA
10/8 Tallahassee, FL
10/22 Chattanooga, TN
11/12 Maplesville, AL
1/14/90 Charleston, SC
1/28/90 Sumpter, SC
2/18/90 Clinton, SC

3/4/90 Pelion, SC
3/11/90 Maxeys, GA
4/1/90 Lenoir, NC
4/15/90 Palatka, FL
4/29/90 Lake City, FL
Info 404/532-6832

SETRA C'ship Hare Scramble Series

11/6 Myrtle Beach, SC
11/TBA Cullman, AL
2/11/90 Maxeys, GA
2/25/90 Sumter, SC
3/25/90 Bremen, GA
4/TBA Cullman, AL
Info 404/987-4094

New York Hare Scrambles Series

9/10 Owasco, NY
10/22 S. Edmeston, NY
11/5 Palmyra, NY
Info 315/682-8017

WNYSC Motocross Series

9/10 Palmyra, NY
9/17 Hunt, NY
10/1 Batavia, NY
10/15 Batavia, NY
10/22 Little Genesee, NY
10/29 Batavia, NY
Info 716/594-0482

OMRRA Road Race Series

9/24 Portland, OR
10/15 Portland, OR

SERA Enduro Series

9/24 Jimison, AL
10/8 Saucier, MS
10/22 Crystal Springs, MS
11/12 Selma, AL
Info 504/748-8569

NCHSA Hare Scrambles Series

9/17 Mt. Airy, NC
11/12 Reidsville, NC
Info 919/776-1767

AHRMA Historic Cup Road Race Series

9/9 Steamboat Springs, CO
Info 217/568-7764.

AHRMA-West (CVRG) Vintage Road Race Series

9/9 Steamboat Springs, CO
*10/29 Sonoma, CA
* Tentative
Info 217/568-7764.

AHRMA Nat'l Vintage MX Series

9/8 Steamboat Springs, CO
10/14 New Berlin, NY
10/22 Brentwood, CA
Info 217/568-7764.

AHRMA-West (CVRG) Vintage MX Series

9/8 Steamboat Springs, CO
10/22 Brentwood, CA
11/19 Tulare, CA
Info 217/568-7764

AHRMA Vintage Trials Series

9/7 Sreamboat Springs, CO
10/15 Livermore, CA
12/10 Kettleman, CA
Info 217/568-7764

CRA C'ship Road Race Series

9/16-17 Brainerd, MN
Info 612/332-4070.

ATA C'ship Trials Series

9/17 Cactus Flats, CA
10/8 Corral Canyon, CA
10/29 Lucerne Valley, CA
11/12 TBA

Iowa Enduro Series

9/10 Nat'l Winterset, IA
9/24 Ainsworth, IA
10/1 Bartlett, IA
10/29 Waterloo, IA
Info 515/279-3962

ARRA C'ship Series

9/16-17 Willow Springs, CA
10/21-22 Willow Springs, CA
11/11-12 Willow Springs, CA
12/16-17 Willow Springs, CA
Info 805/966-5700

NWMA C'ship Enduro Series

9/24 Mount Vernon, WA
10/1 Tenino, WA
10/8 Belfair, WA
10/29 Bellingham, WA
11/19 Bellingham, WA
Info 206/943-1559

NWMA C'ship Off-Road Series

9/9 Sultan, WA
11/12 Shelton, WA
11/25 Seattle, WA
12/3 Shelton, WA
Info 206/943-1559

Virginia C'ship Hare Scrambles Series

9/10 Penhook, VA
9/17 Staunton, VA
10/1 Martinsville, VA
10/15 Newport News, VA
11/5 Chesapeake, VA
Info 804/255-4620

Mickey Thompson Off-Road C'ship Series

9/16 Denver, CO
9/30 Las Vegas, NV
10/28 No. Cal., CA
Info 714/938-4100

MRA C'ship Series

9/9-10 Steamboat Springs, CO
9/24 Denver, CO
*Tentative
Info 303/443-7446

FGPRA C'ship Road Race Series

10/1 Sebring, FL
11/12 Sebring, FL
12/17 Sebring, FL
Info 813/665-4098

Florida Gold Cup Series

9/10 Gainesville, FL
9/17 Tallahassee, FL
9/24 Reddick, FL
10/1 Ocala, FL
10/8 Dade City, FL
10/15 Tallahassee, FL
10/22 Ocala, FL
10/29 Reddick, FL
11/5 Tampa, FL
11/12 Dade City, FL
Info 813/822-8929.

AFM North C'ship Series

10/29 Sonoma, CA
Info 415/327-0908

USBA Road Race Series

9/17 Salt Lake City, UT
10/1 Salt lake City, UT
Info 801/546-0216

SCORE Int'l Off-Road Series

11/9-12 Presidente Baja 1000 Ensenada, Baja CA, Mexico
5/11-13/90 Off Road World C'ships Phoenix, AZ
Info 818/889-9216.

SRA Grand Prix C'ship Series

9/24 Carlsbad, CA
10/15 Rosarito Bch, Baja, Mex.
10/29 San Bernardino, CA
11/19 Perris, CA
Info 714/957-2985

Triple Crown of Baja Off Road Series

9/15-17 San Felipe, B.C., Mex.
Info 818/340-5750

Grans Prix de Baja Series

10/21 San Felipe, B.C., Mex.
Info 818/340-5750

ADRA Int'l C'ship Desert Race Series

9/17 Young, AZ
11/18 Lukeville, AZ

PITS C'ship Trials Series

10/22 Santa Cruz, CA
11/11 Patterson, CA
11/19 Auburn, CA
12/10 Patterson, CA
Info 209/293-4768

South Texas C'ship Hare Scrambles Series

9/24 Rockne, TX *
10/1 Trinity, TX **
10/8 Sabinal, TX ***
10/22 Somerville, TX **
11/5 High Grove, TX *
11/19 /Alvin, TX **
12/3 Hidden Valley, TX ***
12/10 Bastrop, TX **
1/14/90 Zars, TX ***
1/28/90 Bandera, TX *
Info * Austin Motosports Assn. 512/282-0819
** Trail Riders of Houston 713/251-7339
*** Dirt Bikers of San Antonio 512/438-7594

Sabine Enduro Circuit

9/17 Austin, TX
11/12 Munester, TX
3/4/90 Austin, TX
4/22/90 Nacogdoches, TX
5/6/90 North Central, TX
Info 409/722-7926

Black Jack Enduro Series

9/17 Little Rock, AR
10/1 Stillwater, OK
10/15 Tulsa, OK
10/29 Oklahoma City, OK
Info 918/438-3388

WMXA Nat'l C'ship Series

9/17 San Bernardino, CA
10/8 Palmdale, CA

WMRRA Road Race Series

9/9-10 Seattle, WA
10/8 Seattle, WA
Info 206/263-3597

CMA C'ship Supercross Series

9/23 Montreal, Que., CAN

RACE Eastern Canada Challenge Series

9/23-24 Shannonville, Ont., CAN
9/30-10/1 Shannonville, Ont., CAN
Info 416/862-8821

AMRA C'ship Series

9/10 Anchorage, AK

SMRA C'ship Series

9/10 Anchorage, AK

Missouri Hare Scrambles Series

9/10 Palmyra, MO
9/24 Flat River, MO
10/8 Branson, MO
10/22 Flat River, MO

N. Indiana Hare Scrambles Series

9/24 Burr Oak, IN
10/29 Burr Oak, IN

CMC/Dodge Truck Trans Cal MX Nat'ls

9/10 San Bernardino, CA
9/16-17 Chowchilla, CA
9/23 Dixon, CA
9/24 Marysville, CA
9/30 Adelanto, CA
10/1 Adelanto, CA
Info 714/261-6116

GFI So Cal Fall Series

9/10 Carlsbad, CA
9/16-17 Perris, CA
9/24 San Bernardino, CA
9/30 Perris, CA
Info 714/788-5853

NMA/Yamaha Gold Cup MX Series

9/9 Sandy, OR
9/17 Richland, WA
9/30 Richland, WA
10/8 Richland, WA
Info 208/667-8515

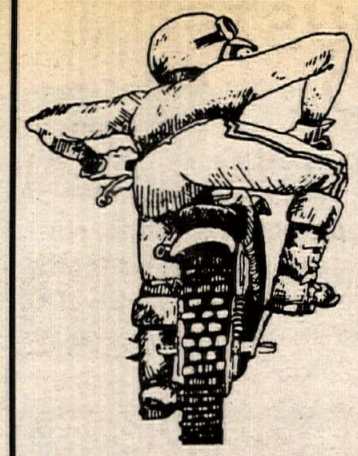
SEPTEMBER

S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

• Denotes Pro Payback

September 6

OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
WISCONSIN DRAGS
Great Lakes Dragaway, Union



NEW OCTOBER SCHEDULE

AMA SANCTIONED / YAMAHA / WISECO PERFORMANCE PISTONS

GRAND NATIONAL CROSS COUNTRY SERIES

October 7 & 8
HARDROCK 100
I-79 to East Fairmont exit #139, follow signs to Bunner Ridge.

October 29 & 30
HIGH POINT
I-79 to Mt. Morris, PA eixt #1 & follow signs.

SAT. 1pm ATV
SUN. 10am Youth
12 Noon Bikes

Information: Racer Productions (304) 594-1157

Hurricane Hills SPORTS CENTER, INC. presents
AMA SANCTIONED

PENNSYLVANIA STATE MX CHAMPIONSHIPS
Tony D MOTOCROSS SCHOOLS
Gates Open at 7:00 a.m.
SUNDAY, SEPTEMBER 17th
September 18th - Tony D MX School
Six foot 1st Place Trophies for Youth, Novice, Amateur & Senior Classes
Extraordinary Cash Payback for Pro/Expert Classes
Hurricane Hills Sports Center
Rt. 106, Clifford, PA
(717) 222-9290
MSR RACING · PEPSI-COLA · Arai HELMETS · Boyesen · BEL-RAY · DUNLOP · SCOTT · Tony D MOTOCROSS SCHOOLS · SUZUKI · SUBAKI

Want to go racing!? Check the Cycle News calendar section.

NMA SANCTIONED
YSR-50 Racing

AMAGO RACEWAY: 9/17, 10/15, 11/12
ADAMS KART TRACK: (RIVERSIDE) 10/1, 12/2 & 3 (Endurance Race)
Also classes for Scooters, Pocket Bikes & Exotics.
For Info Call Rick Degan
(213) 868-8112
Gates Open 8am - Sign Up 9am.

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(512) 854-0222

MATHIAS RACEWAY
New Philadelphia, Ohio
FRIDAY NIGHT
SHORT TRACK
SEPTEMBER 15
Banked Cushion Oval Track
Next race: Saturday, Sept. 20
INFO: (216) 859-2408

CRC CALIFORNIA RACE SCHEDULE
100% PRO PAYBACK
MX Racing LA County Raceway Every Friday Night
Sun. Sept. 10 MX LA County Raceway
Sun. Sept. 17 MX Glen Helen
Sun. Sept. 24 MX LA County Raceway
Desert Sun
Sun. Oct. 1 MX Perris
OPEN PRACTICE
9 am to 2 pm Every Sat. — LA County Raceway
VINTAGE RACING
Every Second Sunday — LA County Raceway
CRC Info 805-272-8889

ODYSSEYS - QUADS - S.T. - T.T. Course MOTORCYCLES
Double Points Sept. 8
BE THERE
BAKERSFIELD SPEEDWAY
INFORMATION HOT LINE - 805-323-7877

GRAND SPORT TIRES & TUBES
DEALERS CALL:
USA (800) 284-TIRE
CA (818) 898-1402
SYLMAR, CA

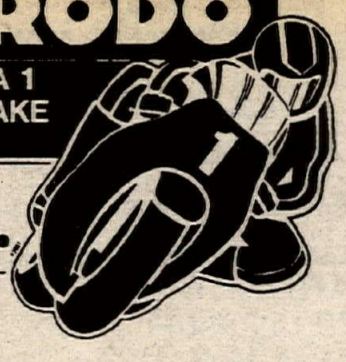
AFM ROAD RACING 1989
October 29 Sears Point
1134 Crane St. #216
Menlo Park, CA 94025
(213) 326-5679
(415) 327-0908
North Chapter

CMC Race With The Best
1989 Dodge Trucks/CMC Trans-Cal Motocross Series
Saturday Night, Sept. 16
Intermediates & Pros
Sunday Sept. 17
Beginners & Juniors
CA (714) 261-6116

FERODO

FORMULA 1 DISC BRAKE PADS

World Champion Performance



This familiar logo on the package means your dealer is supplying the best disc brake pads available for **competition** *or* **touring**. He knows the brakes that have helped win more **World Championships** than any other could help save your hide on the street. So remember **FERODO** and the dealer that cares enough to offer the best.

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JOIN US! AT WILLOW SPRINGS

9/8-10
WERA 24-Hour Endurance and Formula USA - Round #5
INFO - (805) 256-2471

NOTICE!!

Information for Willow Springs 24-Hour Open Practice on Friday, September 8, 1989.

24-Hour Race Entry Fee per Team $250.00
Gates Open Friday, Sept. 8 at 8 a.m.
Admission $5.00 Gate, Under 10 Free
Rider Fee $50.00 per rider (Includes WSMC Card)

Rules for the day:

1. Break to apply reflector safety tape at 5 p.m. til 6:30 p.m.
2. Night practice will run until 10 p.m.
3. Teams can have only 2 VEHICLES in the pits.
4. Pit space 20x20
5. Pits Closed to spectators from midnight until 6 a.m. Saturday

Questions? Call ***(805) 256-2471***

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Azusa, CA 91702
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"TOP GUN"

ATV & ODYSSEY

September 17
Baja Cross
Glen Helen
Info: (714) 737-7063

Who did how? Read results.

NMA

REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(213) 868-8112
P.O. BOX 46
NORWALK, CA 90650

National Motosport Association

Speedway Racing

Every Friday Night
Orange County Fairgrounds, CA

9/15 LA Rams Night
9/22 Legends of Speedway/50's Night
9/29 Track Championship/Fan Appreciation Night

Info: (714) 492-9933

Grove. Info 414/878-3783 or 462-5520.

September 7

OHIO SHORT TRACK
All Pro-Motions. Burbank Sports Arena, Burbank. Info 216/624-2852.
OREGON MOTOCROSS
Portland Int'l Raceway, Portland. Info 503/620-1020.

September 8

CALIFORNIA MOTOCROSS
• CMC. Ascot South Bay Stadium, Gardena. Info 213/321-5323.
CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/363-2645.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SHORT TRACK TT
• BRA. Bakersfield Speedway, Bakersfield. Info 805/323-7877.
COLORADO VINTAGE MX
AHRMA-West. 5th Round C'ship Historic MX Series. Steamboat Springs. 415/253-4442 or 829-6091.
DELAWARE SHORT TRACK/ SUPERCROSS
• Delaware Motorsport Inc. Seaford Speedway, Seaford. Info 302/335-4386 or 629-6535.
GEORGIA SUPERCROSS
Riverside Supercross, Calhoun. Info 404/625-5328 or 629-4114.
MICHIGAN MOTOCROSS
MRA. Milan Excitemeny City, Milan. Info 517/522-4380.
NEW YORK SHORT TRACK
• AMA. Paradise Spedway, Geneva. Info 315/789-7293.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA SUPERCROSS
Riverside Supercross, Marietta. Info 803/895-3569 or 836-7319.
WEST VIRGINIA CROSS COUNTRY
AMA/Wiseco/Yamaha Grand Nat'l C'ship Series. Bunner Ridge. Info 614/891-2425.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

September 8-9

KENTUCKY HALF MILE/ SHORT TRACK
Paducah Dirt Riders, Paducah. Info 502/444-6438.

September 8-10

ARIZONA OFF ROAD RACE
• SCORE Of Road World C'ships. Phoenix Int'l Raceway, Phoenix. Info 818/889-9216.

September 9

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
• Coleta Valley MX, Talladega. Info 205/761-9146.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/647-0562 or 669-4572.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Mid-State Fairgrounds, Paso Robles. Info 408/449-7367.
CALIFORNIA SHORT TRACK
Formula DTX/Class C. Glen Helen OHV Prk, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• CMC/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-5055.
CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/727-1171 or 484-1441.
CALIFORNIA DUAL SPORT RIDE
AMA/D-37. Big Bear 100. Alpine Yamaha, Beg Bear.
COLORADO ROAD RACE
AHRMA-West Historic Cup R.R. Steamboat Springs. 415/829-6091 or 419/253-4442.
COLORADO SUPERCROSS
SRAC/E & M Enterprises. SX C'ship. Greeley Fairgrounds, Greeley. Info 303/988-7722.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/278-1570.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
Bremen MX, Bremen. Info 404/920-1033 or 941-8464.
INDIANA MOTOCROSS
Read's Racing Unlimited. Baer Field Raceway, Fort Wayne. Info 219/594-2649 or 594-2974.
INDIANA MOTOCROSS
Red Fox T-N-T. Posey County 4-H Grounds, New Harmony. Info 812/985-9459.
KENTUCKY MOTOCROSS
AMA. Lakeland MX Track Summer Final. Trigg County Recreation Complex, Cadiz. Info 502/522-6389.
KENTUCKY MOTOCROSS
Edmonson County MX, Brownsville. Info 502/286-8334 or 879-8114.
MEXICO SUPERCROSS
• Sucro/FMM. Antonio Palaceos Stadium, Ensenada, Baja, Calif. Info 213/519-8108 or 619/423-0073.
MINNESOTA SHORT TRACK/ SUPERCROSS
Omar's Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
NEBRASKA ARENACROSS/ SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717.
NEVADA MOTOCROSS
Las Vegas MX Park, Henderson. Info 702/365-1080.
NEW YORK SPEEDWAY
• North vs South. Victory Speedway, Victory. Info 315/626-2590 or 471-8802.
OHIO SHORT TRACK
Deerfield Speedway, Deerfield. Info 216/584-9583.
OHIO MOTOCROSS
Crossfire Racing. Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Oklahoma City. Info 405/485-2415.
OREGON MOTOCROSS
NMA/Yamaha Nat'l Gold Cup Series. Sandy. Info 208/667-8515.
PENNSYLVANIA SHORT TRACK
Toyota S.T. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
Fall Series. Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TENNESSEE MOTOCROSS
I—40 Race Park, Lenoir City. Info 615/637-7041 or 693-2915.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS SHORT TRACK/ STADIUMCROSS
• Boyd Raceway, Boyd. Info 817/433-5587.
WASHINGTON HARE SCRAMBLES
NMA Off Road Series. Stumpjumpers. Sultan. Info 206/943-1559.

September 9-10

CALIFORNIA DRAGS
• Dragbike! USA 11th Annual Westernationals. Bakersfield. Info 315/735-1661.
CALIFORNIA MOTOCROSS
• CMC Trans-Cal MX. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CANADA ENDURO
CMA Nat'l C'ship Series. Haliburton County. Minden, Ontario. Info 416/629-9284 or 621-5312.
COLORADO ROAD RACE
MRA Series. 9th Annual Mtn. RR. Steamboat Springs. Info 303/443-7446.
ILLINOIS ROAD RACE
AMA/CCS US Twin Sports Series. Blackhawk Farms, Rockton. Info 704/684-4297.
MICHIGAN MOTOCROSS
AMA/D-14. Moreland's MX Track, Stanton. Info 517/235-4105.
MISSOURI MOTOCROSS
AMA/MXP. Hot Dog Shoot-Out. Fingr Lakes State Park, Columbia. Info 314/474-7566 or 474-4649.
OHIO MOTOCROSS
State C'ship. Honda Hills, Thornville. Info 614/228-6960 or 323-3766.
PENNSYLVANIA CROSS COUNTRY
Grand Nat'l C'ship Cross Country HS. M & G Racing, Beaver Valley Raceway, Hookstown. Info 412/693-2880.
SOUTH CAROLINA RALLY
4th Piedmont Bike Show & Rider Club Rally. Greenwood Carolina Cruisers/Greenville Pleasure Riders. Civic Center, Greenwood. Info 803/223-4093.
SOUTH CAROLINA MOTOCROSS
Secession MX, Anderson. Info 803/296-5983.
WASHINGTON ROAD RACE
WMRRA Series. Seattle Int'l Raceway, Seattle. Info 206/263-3597.

September 10

ALABAMA HARE SCRAMBLES
Heart of Dixie Dirt Riders, Inc. Double Springs. 205/221-3163.
ALASKA MOTOCROSS
AMRA/SMRA C'ship Series. Kincaid Park, Anchorage. Info 907/349-4254 or 345-4758.
CALIFORNIA MOTOCROSS
PRRA Fall Series. Hollister Hills, Hollister. Info 415/968-1599.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA HARE SCRAMBLES
AMA/D-38/Fudpucker Racing Team. Coyote Wash Bath. Imperial County, 15 mi W of El Centro, Plaster City East. Info 619/427-5759.
CALIFORNIA ENDURO
SCEC Family Enduro. Sidewinder Rd., Barstow. Info 714/689-6114.
CALIFORNIA HARE SCRAMBLES
AMA. Desert Diggers MC 3rd Annual Main Vein Run. Ridge Crest. Info 818/348-0893.
CALIFORNIA MOTOCROSS
• CMC/Dodge Trucks Trans Cal Series. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• Honda/GFI Racing So Cal Fall Series. Carlsbad Raceway, Carlsbad. Info 714/788-5853.
COLORADO HARE & HOUND
AMA/Little Snake MC. Sand Wash Nat'l H & H. Maybell. Info 303/824-2106.
FLORIDA MOTOCROSS
Florida Gold Cup Series. Gatorbac Park, Gainesville. Info 813/822-8929.
GEORGIA MOTOCROSS
Rough Riders, Inc. Rome. Info 404/234-7561 or 295-1901.
GEORGIA MOTOCROSS
Southeastern C'ship Series. Hillbilly Hills MX, Roberta. Info 912/836-4234 or 836-4400.
ILLINOIS SHORT TRACK/ HARE SCRAMBLE
• Splinter Creek Dirt Riders, Fosterburg. Info 618/254-9539.
INDIANA HARE SCRAMBLES
Red Fox T-N-T Buddy H.S. Lynnville. Info 812/985-9459.
INDIANA MOTOCROSS
Read's Racing Unlimited. Wabash Cannonball, Wabash. Info 219/594-2649 or 594-2974.
INDIANA HILLCLIMB
AMA/Iron Horsemen MC. D-5 & State C'ship. Clubgrounds, Goshen. Info 219/674-8061 or 293-3398.
IOWA TRIALS
AITRA Series. Wade Clark Farm, Jesup. Info 319/233-2850.
IOWA ENDURO
AMA Nat'l C'ship Series. Des Moines Enduro Riders. Madison County Fairgrounds, Winterset. Info 515/276-7875 or 279-3962.
KANSAS HARE SCRAMBLES
KORR C'ship Series. Jeeps, Wichita. Info 316/945-8221.
KENTUCKY MOTOCROSS
AMA/Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Motocross 338, Southwick. Info 413/772-0685.
MASSACHUSETTS ENDURO
NETRA C'shi Series. Greylock. Lee. Info 203/875-5757.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.
MICHIGAN ENDURO
D-14 Series. Whitetail. Prudenville. Info 517/393-6477.
MICHIGAN MOTOCROSS
D-14/Iron Mustangs. Mustang Acres, Brighton. Info 313/229-9719.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
MISSISSIPPI ENDURO
SERA C'ship Series. Goodman. Info 504/748-8569.
MISSISSIPPI MOTOCROSS
Rolling Hills MX, McComb. Info 504/664-4297 or 601/684-2471.
MISSOURI HARE SCRAMBLES
Coffee Creek Dirt Riders, Palmyra. Info 314/769-2794.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Gibbon. Info 308/236-7672.
NEVADA MOTOCROSS
• CMC/NV Event Promotions. Silver State Raceway, Carson City. Info 702/782-7903.
NEW HAMPSHIRE TURKEY RUN
NETRA C'ship Series. Ammonoosuc River, Swiftwater. Info 203/875-5757.
NEW JERSEY ENDURO
ECEA C'ship Series. Tri-County Sportsmen MC Greenbrier Enduro. Belleplain. Info 609/825-3864.
NEW YORK MILE
• AMA Grand Nat'l C'ship Series. New York State Fairgrounds, Syracuse. Info 1-800-382-8080.
NEW YORK MOTOCROSS
AMA/CNYMRA/D-3/L.T.J. Promotions. Moto Masters Park, Mexico. Info 315/699-7105.
NEW YORK HARE SCRAMBLES
NY HS Series. Owasco. Info 315/682-8017.
NEW YORK MOTOCROSS
Walden Playboys MC, Wallkill. Info 914/883-6125.
NEW YORK MOTOCROSS
• WNYSC Fall Series. Palmyra Racing Assn., Palmyra. Info 716/624-3706.
NEW YORK ROAD RIDE
Woodstock MC. British bikes only. Town Center, Woodstock. Info 914/679-2051.
NORTH CAROLINA MOTOCROSS
• NAME Fall Series. Montrose MX, Raeford. Info 919/342-4492 or 875-3805.
OHIO SHORT TRACK
• Deerfield Speedway, Deerfield. Info 216/584-9583.
OHIO MOTOCROSS
Sunset Ramblers MC, Galion. Info 419/756-8601 or 468-3213.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OHIO HARE SCRAMBLES
ERA Series. Jr. Thompson's Farm, McArthur. Info 614/444-9600.
OKLAHOMA SHORT TRACK
Play Day. Mid-America Speedway, Bartlesville. Info 918/446-1972.
PENNSYLVANIA CROSS COUNTRY
AMA/Wiseco/Yamaha Grand Nat'l Series. Hookstown 100, Hookstown. Info 412/693-2880.
PENNSYLVANIA DIRT DRAGS

Reading MC, Oley. Info 215/987-6422.
PENNSYLVANIA MOTOCROSS
AMA/D-5/Bell-Co. Steel City USA, Delmont. Info 304/594-1157.
SOUTH DAKOTA MOTOCROSS
Tri-State MX Finals, SD, NE, IA. Yamkton Scramblers/Tri-State MX Assn. Yankton. Info 605/665-4543.
TENNESSEE MOTOCROSS
AMA/TN State C'ship Series. Boyd's Creek MX, Sevierville. Info 615/453-8947 or 453-8546.
TENNESSEE MOTOCROSS
Thunder Hill MX, Cleveland. Info 615/479-1340 or 472-6248.
TENNESSEE MOTOCROSS
• Carthage Raceway, Carthage. Info 615/735-9319 or 735-2966.
TEXAS MOTOCROSS
• Burleson MX Park, Burleson. Info 817/295-8908 or 295-1760.
TEXAS CROSS COUNTRY
TCCRA 50-Mile Series. Lake Whitney MX, Whitney. Info 214/561-4084 or 581-5359.
TEXAS MOTOCROSS
• Skeeter MX, Alvin. Info 409/925-4232.
VERMONT MOTOCROSS
VT MX Assn. Berkshire. Info 802/933-2022.
VIRGINIA HARE SCRAMBLES
VA HS Series. Smith Mountain Riders, Briar Patch, Pittsylvania County.Info 804/927-5970.
WASHINGTON MOTOCROSS
• CMC/SMC. Jolly Rogers MX, Seattle. Info 208/228-7119.
WASHINGTON MOTOCROSS
Squisher Racing. Horn Rapids ORV, Richland. Info 509/837-3595.
WISCONSIN SHORT TRACK/ MOTOCROSS
• AMA/D-16.Aztalan Cycle Club, New Berlin. Info 414/353-5920 or 786-4420.
WISCONSIN HILLCLIMB
D-23. Mankato. Info 715/594-3534.

September 13

OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

September 14

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

September 15

CALIFORNIA SPEEDWAY
• Int'l Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Sacramento Raceway Park, Sacramento. Info 916/363-2645.
CALIFORNIA MOTOCROSS
• CMC. Ascot Raceway Park, Gardena. Info 714/261-6116 or 213/321-5323.
DELAWARE SHORT TRACK/ SUPERCROSS
• Seaford Speedway, Seaford. Info 302/335-4386 or 629-6535.
GEORGIA SUPERCROSS
Riverside Supercross, Inc. Calhoun. Info 404/625-5328 or 629-4114.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 517/522-4380.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO SHORT TRACK
All Pro-Motions. Burbank Sports Arena, Burbank. Info 216/624-2852.
SOUTH CAROLINMA SUPERCROSS
Riverside Supercross, Marietta. Info 803/895-3569 or 836-7319.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

September 15-17

MEXICO GRAND PRIX
Triple Crown of Baja Series. Gran Carrera de Campeones. San Felipe, B.C. Info 818/340-5750 or 992-6355.
OHIO DRAGS
• IDBA Nat'l C'ship Series. Fall Nat'ls. Norwalk Raceway Park, Norwalk. Info 205/849-7886.

September 16

ALABAMA MOTOCROSS
Burnsville MX, Burnsville. Info 205/875-8401.
ALABAMA MOTOCROSS
• Coleta Valaley MX, Talladega. Info 205/761-9146.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/647-0562 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ARIZONA SUPERCROSS
Yuma Speedway, Yuma. Info 602/726-1446.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Mid-State Fairgrounds, Paso Robles. Info 408/449-7367.
CALIFORNIA SHORT TRACK
• Dirt Sport Promotions. Formula DTX/Class C. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
CALIFORNIA SHORT TRACK
• AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/368-7182.
CALIFORNIA OFF ROAD SHOW
Fudpucker Racing Team. Start position drawing for Plaster City Blast. Race Ready Products, Chula Vista. Info 619/427-5759.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/278-1570.
GEORGIA SUPERCROSS
Knucklesville Supercross, Dahlonega. Info 404/864-8735.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
GEORGIA MOTOCROSS
GA State Fall Series. Bremen MX, Bremen. Info 404/920-1033 or 941-8464.
ILLINOIS SCRAMBLES
Belleville Enduro Team, Inc. Belleville. Info 618/277-DIRT.
INDIANA MOTOCROSS
Warrick Co. 4-H/Cycle Works. Warrick Co. 4-H Center, Boonville. Info 812/897-3800.
INDIANA MOTOCROSS
Read's Racing Unlimited. Trojan Speedway, N. Webster. Info 219/594-2649 or 594-2974.
KENTUCKY MOTOCROSS
Edmonson County MX, Brownsville. Info 502/286-8334.
MINNESOTA SHORT TRACK/ SUPERCROSS
Omar's Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
NEBRASKA ARENACROSS/ SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717.
NEW YORK SHORT TRACK
AMA/Square Deal Riders MC.SDR Raceway, Harpursville. Info 607/729-5395.
NORTH CAROLINA MOTOCROSS
Silver Creek MX, Morganton. Info 704/584-2808.
OHIO SUPERCROSS
• Professional Supercross Park, Lucasville. Info 614/259-4672.
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City MC. Delta Motorsport Park, Delta. Info 419/822-3286 or 476-2312.
OHIO SHORT TRACK
• Mathias Raceway, New Philadelphia. Info 216/859-2408.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City. Info 405/485-2415.
PENNSYLVANIA SUPERCROSS
Toyota SX. Trail-Way Speedway, Hanover. Info 717/359-4310.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/625-4300.
TENNESSEE MOTOCROSS
I-40 Race Park, Lenoir. Info 615/637-7041 or 693-2915.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TENNESSEE SAND DRAGS
• West Tenn. Sand Drags, Inc., Friendship. Info 901/656-2320.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS SHORT TRACK/ STADIUMCROSS
• TDTA. Boyd Raceway, Boyd. Info 817/433-5587.

September 16-17

ALABAMA ROAD RACE
WERA C'ship Series. Talladega Gran Prix Raceway, Talladega. Info 205/362-7010.
CALIFORNIA ROAD RACE
• ARRA Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/966-5700.
CALIFORNIA MOTOCROSS
• CMC/Dodge Trucks Trans Cal Series. Chowchilla Raceway, Chowchilla. Info 714/261-6116.
CALIFORNIA MOTOCROSS
° Honda/GFI Racing So Cal Fall Series. Perris Raceway, Perris. Info 714/788-5853.
CANADA ROAD RACE
Westwood MC, Vancouver, B.C. Info 604/421-2474 or 876-3009.
CANADA ROAD RACE
Eastern Canada Challenge. Trois Rivieres, Quebec. Info 416/862-8821.
FLORIDA ROAD RACE
AMA/CCS Road Race Series. Moroso Motorsports Park, W. Palm Beach. Info 407/793-3394 or 622-1400.
ILLINOIS TRIALS
Sheffield Two Day. Throttle Nutts MC. Sun. D-17 State C'ship. Sheffield. Info 815/454-2807.
INDIANA DRAGS
• AMRA C'ship Series. IN ABATE All Harley Nat'l. Bunker Hill Dragstrip, Kokomo. Info 219/272-5555.
MICHIGAN ROAD RACE
AMA/CCS US Twin Sports Series. Grattan Raceway, Grand Rapids. Info 704/684-4297.
MICHIGAN MOTOCROSS
Brown City MX, Brown City. Info 313/395-2169.
WEST VIRGINIA ROAD RACE
AMA/CCS US Twin Sports Series. Summit Point Raceway, Charlestown. Info 704/684-4297.

September 17

ALASKA MOTOCROSS
Kincaid Park, Anchorage. Info 907/349-4254 or 345-4758.
ARIZONA ROAD RACE
AMA/CCS US Twin Sports Series. Firebird Raceway, Chandler. Info 704/684-4297.
ARIZONA DESERT RACE
ADRA 7th Annual Cherry Creek Classic, Young. Info 602/252-1900.
ARKANSAS ENDURO
Black Jack Enduro Circuit. Little Rock. Info 918/438-3388.
CALIFORNIA HARE SCRAMBLES
AMA/D-37/UEA. Best of the West Series. Anderson Dry Lake, Lucerne Valley. Info 818/287-3127 or 287-0804.
CALIFORNIA MOTOCROSS
• CRC. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSS
CMMC. Barona Oaks Raceway, Ramona. Info 619/444-8116.
CALIFORNIA ROAD RUN
San Francisco MC. Golden Gate Bridge Run. Club, San Francisco. Info 415/657-2087 or 991-4170.
CALIFORNIA TRIALS
ATA Series. Plonker Back to School Trial. Cactus Flats. Info 714/841-2929 or 213/843-4415.
CALIFORNIA MOTOCROSS
• SMX. DeAnza Cycle Park, Sunnymead. Info 714/583-7486.
CANADA TRIALS
MOTA Series. Windsor, Ontario. Info 313/439-8123.
COLORADO TRIALS
RMTA Series #6. Cotopaxi. Info 719/475-2018 or 841-2014.
COLORADO MOTOCROSS
SRAC. Pueblo Motorsports Inc. Pueblo. Info 303/988-7722.
CONNECTICUT MOTOCROSS
• NESC C'ship Series. Central Village. Info 413/772-0685.
FLORIDA MOTOCROSS
Florida Gold Cup Series. Hyman Myers Speedway, Tallahassee. Info 813/822-8929.
GEORGIA MOTOCROSS
ough Riders, Inc. Rome. Info 404/234-7561 or 295-1901.
IDAHO MOTOCROSS
Fossil Bowl MX, Clarkia. Info 208/245-3608.
ILLINOIS MOTOCROSS/ HARE SCRAMBLES
AMA/D-17 & 15. Lincoln Trail Motorsports, Casey. Info 217/932-2041.
ILLINOIS MOTOCROSS
AMA/D-16 & 17. Slo-Pokes MX, Spring Grove. Info 815/675-2776.
INDIANA MOTOCROSS
• AMA/D-15. Hoosier Hilltoppers MC, Uniontown Clubgrounds, Uniontown. Info 812/522-1522.
INDIANA HARE SCRAMBLES
Team Race. Haspin Acres, Laurel. Info 3317/827-0952.
MARYLAND MOTOCROSS
• AMA/D-7. Budds Creek Int'l MX, Budds Creek. Info 301/475-2000.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Jeff's T.R. New Boston. Info 203/875-5757.
MICHIGAN MOTOCOSS
MRA Series. Wheel Wars Raceway, Harrison. Info 517/539-7308.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.
MINNESOTA ENDURO
D-23 Series. Norsemen MC, Mora. IInfo 612/574-5057.
MISSISSIPPI MOTOCROSS
Jenkins Creek MX Park, Liberty. Info 504/748-3407.
NEBRASKA MOTOCROSS
Cornhusker MX Circuit. Orleans. Info 308/652-2797.
NEW HAMPSHIRE TRIALS
NETA C'ship Series, Round #7. Minutemen MC, Ossipee. Info 617/695-1506 or 401/333-0523.
NEW JERSEY MOTOCROSS
• AMA. Raceway Park, Englishtown. Info 201/446-6331.
NEW YORK SHORT TRACK
AMA/Square Deal Riders MC. Old Timers Day. SDR Raceway, Harpursville. Info 607/729-5395.
NEW YORK MOTOCROSS
WNYSC. Hunt Racing, Inc., Hunt. Info 716/476-2697.
NEW YORK ROAD RIDE
Woodstock MC. British bikes only. Town Center, Woodstock. Info 914/679-2051.
NEW YORK HARE SCRAMBLE
NETRA C'ship Series. Skiparee. N. Petersburg. Info 203/875-5757.
NEW YORK MOTOCROSS
AMA/CNYMRA. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA HARE SCRAMBLES
NC HS Series. Beechnut Park Classic, Mt. Airy. Info 919/320-2220.
NORTH CAROLINA MOTOCROSS
• NAME Fall Series. Rolling Hills, Reidsville. Info 919/342-4492 or 875-3805.
OHIO CROSS COUNTRY
Wiseco/AMA/Yamaha Grand Nat'l Series. Buckeye. Waterford. Info 614/989-5519.
OHIO HARE SCRAMBLES
CRA. Amherst Meadowlarks clubgrounds, Amherst. Info 216/988-9100.
OHIO TRIALS
Trials, Inc. Observed Trials. Ashtabula. Info 412/927-6468.
OKLAHOMA MOTOCROSS

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Sept. 30 & Oct. 1	Roebling Road Raceway	Faulkville, GA
Oct. 7 & 8	Indianapolis Raceway Park	Clermont, IN
Oct. 14 & 15	Talladega Int'l Speedway	Talladega, AL
Oct. 27 - 29	Daytona Int'l Speedway	Daytona Beach, FL
Nov. 2 - 5	Road Atlanta	Braselton, GA

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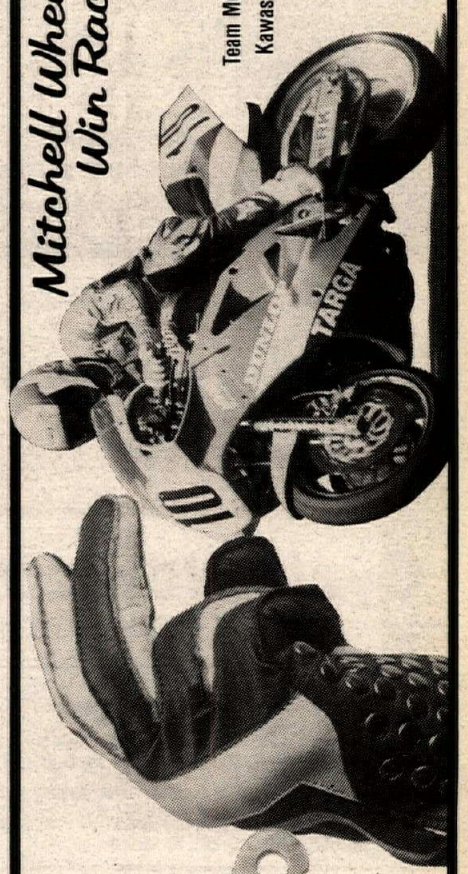

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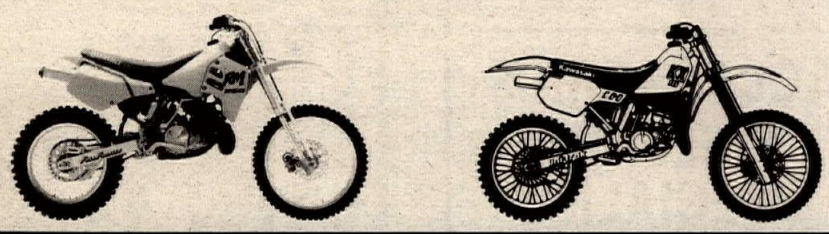

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AMA/D-6. Hurricane Hills Sports Center, Clifford. Info 717/222-9290.
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AMA. Secession MX, Anderson. Info 803/296-5983.
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SETRA C'ship Series. Long Cane Enduro. Abbeville. Info 404/532-6832.
TENNESSEE MOTOCROSS
Smoky Mountain MX, Pigeon Forge. Info 615/453-6145 or 428-0718.
TENNESSEE MOTOCROSS
Mega Series, #8. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TEXAS ENDURO
Sabine Enduro Circuit. Austin. Info 409/722-7926 or 835-8512.
TEXAS ENDURO
Rockne Enduro. AMSA/TSCEC. Rockne. Info 512/388-1097 or 512/746-2034.
UTAH ROAD RACE
USBA Sprints. Bonneville Raceway, Salt Lake City. Info 801/546-0216 or 582-1175.
VIRGINIA HARE SCRAMBLES
VA HS Series. Stoney Broke, Middlebrook. Info 703/886-3717.
WASHINGTON MOTOCROSS
MXNW Series. Washougal MX, Washougal. Info 503/673-1671 or 928-4474.
WASHINGTON MOTOCROSS
• CMC/Clicker Racing. Fall Trophy Series. Thurston County ORV Park, Olympia. Info 206/246-8484.
WASHINGTON MOTOCROSS
NMA/Squisher Racing/Yamaha Nat'l Gold Cup Series. Horn Rapids ORV Park, Richland. Info 208/837-3595 or 667-8515.

September 20

OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
WISCONSIN DRAGS
Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

September 21

OHIO SHORT TRACK
All Pro-Motions. Burbank Sports Arena, Burbank. Info 216/624-2852.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

September 21-22

WASHINGTON TT
• AMA/Mt. St. Helens MC. Darell Davis Western Regional, Fri. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4346 or 264-2144.

September 22

CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SPEEDWAY
• International Speedway. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway Park, Sacramento. Info 916/363-2645.
CALIFORNIA MOTOCROSS
• CMC/Agajanian Enterprises. Ascot Park, Gardena. Info 714/261-6116 or 213/321-5323.
DELAWARE SHORT TRACK/ SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535.
GEORGIA SUPERCROSS
Riverside Supercross, Calhoun. Info 404/625-5328 or 629-4114.
MICHIGAN MOTOCROSS
MRA. Milan Excitement City, Milan. Info 517/522-4380.
NORTH CAROLINA MOTOCROSS
• Wilkes County MX Park, Lenoir. Info 704/758-4342.
SOUTH CAROLINA SUPERCROSS
Riverside SX, Marietta. Info 803/895-3569 or 836-7319.
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Great Lakes Dragaway, Union Grove. Info 414/878-3783 or 462-5520.

September 22-24

NEVADA GRAND PRIX
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September 23

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848 or 477-5389.
ALABAMA MOTOCROSS
• Coleta Valley MX, Talladega. Info 205/761-9146.
ALABAMA MOTOCROSS
• Gary's Warrior MX, Warrior. Info 205/647-0562 or 669-4572.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Mid-State Fairgrounds, Paso Robles. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA MOTOCROSS
• CMC/Dodge Trucks Trans Cal Series. Argyll Park, Dixon. Info 714/261-6116.
CANADA SUPERCROSS
• CMA Supercross Series. Olympic Stadium, Montreal, Quebec. Info 416/522-5705.
CONNECTICUT TRIALS
NETA C'ship Series, Round #8/ Meridan MC. Meridan. Info 617/695-1506 or 401/333-0523.
DELAWARE HALF MILE
• AMA/First State Racing. Georgetown Speedway, Georgetown. Info 302/678-2440.
DELAWARE DIRT DRAGS/ SUPERCROSS
• Delmarva Dirt Drag C'ship Series/ Eastern Regional SX C'ship Series. Seaford Speedway, Seaford. Info 302/629-6535.
FLORIDA MOTOCROSS
R & R Racing. Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA SHORT TRACK
Boss Hogg Speedway, Youngstown. Info 904/722-9680 or 769-0542.
GEORGIA MOTOCROSS
GA State Fall Series. Bremen MX, Bremen. Info 404/920-1033 or 941-8464.
GEORGIA SUPERCROSS
Southern Supercross, Tunnel Hill. Info 404/278-1570.
GEORGIA SUPERCROSS
Knucklesville SX, Dahlonega. Info 404/864-8735.
GEORGIA MOTOCROSS
Thunder Creek MX, High Falls. Info 912/994-6630.
KENTUCKY MOTOCROSS
Edmonson County Raceway, Brownsville. Info 502/286-8334 or 879-8114.
KENTUCKY SHORT TRACK
Paducah Dirt Riders, Paducah. Info 502/444-6438.
NEBRASKA ARENACROSS/ SHORT TRACK
Kam Raceway, Hastings. Info 402/463-4717.
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Las Vegas MX Park, Henderson. Info 702/365-1080.
NEW YORK MOTOCROSS
• AMA. Broome-Tioga Sports Center, Binghamton. Info 607/648-4997.
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City MC. Delta Motorsports Park, Delta. Info 419/822-3286 or 476-2312.
OHIO SHORT TRACK TT
• All Pro Night. Deerfield Speedway, Deerfield. Info 216/584-9583.
OHIO MOTOCROSS
AMA/D-11. Muskingum Valley MX Park, Zanesville. Info 614/796-4754 or 452-7415.
OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City. Info 405/485-2415.
PENNSYLVANIA SUPERCROSS
Toyota SX. Trail-Way Speedwaya, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
Candies Creek, Cleveland. Info 615/479-3470 or 554-3392.
TENNESSEE MOTOCROSS
I-40 Race Park, Lenoir City. Info 615/637-7041 or 693-2915.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS SHORT TRACK/ STADIUMCROSS
• Boyd Raceway, Boyd. Info 817/433-5587.
WASHINGTON SHORT TRACK
• AMA 600 Nat'l C'ship Dirt Track Series. Castle Rock Fairgrounds, Castle Rock. Info 206/274-4346 or 264-2144.

September 23-24

CANADA ROAD RACE
• RACE Eastern Canada Challenge Series. Shannonville, Ontario. Info 416/862-8821.
MICHIGAN MOTOCROSS
AMA/D-14. Moreland's MX Park, Stanton. Info 517/235-4105.
MISSOURI TRIALS
AITRA Tri-State Series. Quarry Cup, Kansas City. Info 515/442-3403.
NORTH CAROLINA DRAGS
SCRA Series. Piedmont Dragway, Greensboro. Info 919/697-7690.
OKLAHOMA ROAD RACE
Hallett Roadrace Club/AMA/CCS South Central Region. Hallett. Info 405/789-7145.
OREGON ROAD RACE
3rd Round Pacific Northwest Triple Crown of Vintage Road Racing/ OMRRA. Portland Int'l Raceway, Portland. Info 503/221-1487.
TEXAS ROAD RACE
Texas Sportbike Assn. Texas heritage Center, Austin. Info 512/444-7482.

September 24

ALABAMA ENDURO
AMA/SERA/SETRA C'ship Series. Birmingham Trials & Trails/Jemison Jaycees. Bama Barkbuster Enduro. Jemison. Info 404/987-4094.
ALABAMA MOTOCROSS
• Circle C MX, Tallassee. Info 205/257-3378 or 263-5409.
CALIFORNIA MOTOCROSS
• CMC Dodge Trucks Trans Cal Series. Yuba City. Info 714/261-6116.
CALIFORNIA GRAND PRIX
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA OFF ROAD RACE
Miller High Life Off Road. Glen Helen OHV Park,San Bernardino. Info 714/880-1733.
CALIFORNIA HARE & HOUND
AMA/D-37/Shamrock MC. Searles Station. Info 818/248-4889.
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DeAnza Cycle Park, Sunnymead. Info 714/653-6110 or 242-5840.
CALIFORNIA MOTOCROSS
• Honda/GFI Racing So Cal Fall Series. Glen Helen OHV Park, San Bernardino. Info 714/788-5853.
COLORADO MOTOCROSS
SRAC. Prairie Hill Promotions, Inc. Berthoud. Info 303/988-7722.
COLORADO ROAD RACE
MRA. Second Creek Raceway, Denver. Info 303/443-7446.
DELAWARE HALF MILE
• AMA/D-6 & 7/First State Racing. Delaware State Fairgrounds, Harrington. Info 302/678-2440.

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Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

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On the Paul Ricard Circuit. Kevin Schwantz is back. You read about it in Cycle News, now see it at home.

(#27) **Dutch Grand Prix**
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This video captures all the fervor of the second Spanish meeting within two weeks. They really have the Jerez circuit wired.

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This was round 14, the make or break races for Gardner and Lawson in the 500 class and Biland and Webster in the sidecars. The 250 crown will be worn by either Sito Pons or Juan Garriga. Watch what happens!

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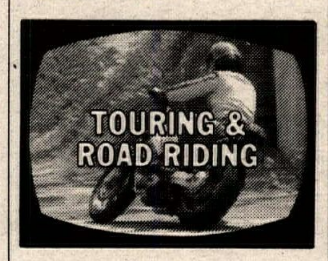

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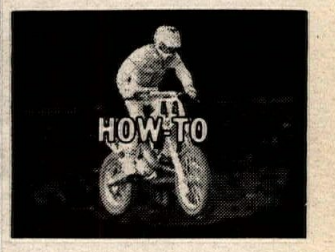

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____	#44 '88 Paris-Dakar @ $49.95	_____
____	#45 '88 Speedway Nat'l C'ship @ $39.95	_____
____	#46 '88 Americade @ $33.95	_____
____	#47 '88 Americade: East & West @ $38.95	_____
____	#48 '87 Americade @ $28.95	_____
____	#49 Best of Motorweek @ $33.95	_____
____	#50 '88 Americade-Rockies @ $24.95	_____
____	#51 Bubba Shobert: Champion @ $38.95	_____
____	#52 Springfield Mile @ $28.95	_____
____	#53 Toughest Race I Ever Won @ $28.95	_____
____	#54 V-Twin Maintenance @ $34.95	_____
____	#55 MX Crash & Burn Spectacular @ $39.95	_____
	Subtotal	_____
	California Resident add 6% Sales Tax (LA County 6½% Sales Tax)	_____
	Shipping & Handling Free **Total**	_____

RESULTS

Motocross
Racing Enterprises
Carlsbad Raceway
Carlsbad, CA
July 22
By Robert Failing

80 BEG
Jimmy O'Neal Hon
Bud Hammett Yam
Manny Arias Yam
Sean Mustill Kaw
125 BEG
Danny Bamford Hon
John Griffiths Kaw
Erik Larsson Yam
Ricky Fernandez Hon
Milano Schaeffer Hon
250 BEG
Ricky Zeigler Suz
Michael Napoli Suz
Bill Cantrell Suz
Greg Giddings Suz
Joseph Bruno Hon
500 BEG
Jon Neill Hon
Richard McCarley Hon
R. Lundgren Hon
Todd Freistat Hon
Grant Dunning Hus
25-29
John Griffiths Kaw
VET BEG
Dan Featheringill Kaw
Fred Hayes Hon
John Tookey Kaw
John Ogrady Hon
Bruce Forinash Yam
OT BEG
Gary Enoch Kaw
Frank Derby Yam
Mike Salisbury Kaw
80 JR
Ty Kady Kaw
Matcolm McCassy Yam
125 JR
Jeffrey Brownlee Suz
Gino Prida Hon
Travis Cory Suz
Dennis Dahlin Kaw
Eric Christiansen
250 JR
Darren Scott Kaw
Cary Smith Kaw
500 JR
Robert Failing Hon
John Taylor Hon
Bob Prida Kaw
Rick Price KTM
Burt Schulteis Hon
VET JR
Daniel Davalos Hon
Curtis Jablonski Hon
Jeff Gray Hon
Gary Scott Suz
Jim Beaty Hon
OT JR
Ira Meiberger Hon
125 INT
Raymond Anthony Hon
David Demangos Hon
250 INT
Scott Sease Kaw
VET INT
Tom Knapp Hon
Robert Failing Hon
Bruce Sylvester Kaw
Bill Berroth Kaw
Ken Diederich Kaw
OT INT
Ron Tuzinski Hon
Bill Malone Hon
Gene Phelps Suz
Robert Berdyck Yam
OT MSTR
Jim O'Neal Hon
Lars Larsson Hon
Malcom McCassy Yam
Jack McCormick Yam
250 PRO
Luke Arcidiacono Hon
500 PRO
Johnny Campbell Hon
T.J. Jones Hon
VET PRO
Doug Boyd Hon

Observed Trials
AHRMA Vintage
Trials Series
Honda Hills
Linnville, OH
Aug. 4-5
By Stan Jakubaszek

RIGID
S. Martin BSA
M. Hosafros Nor
H/W
R. MacMillan Re
L. Stretch Re
E. Pegutter Re
L/W
C. Klech BSA
R. Capistrant BSA
K. Kubena BSA
MODERN A
P. Burrow Yam
P. Keen Hon
J. Mankey Mon
MODERN B & C
J. Vansickle Yam
D. Pugh Bul
T. Goss Mon
D. Wright Mon
JR
M. Vansickle Yam
J. Vansickle Yam
L. Stretch Mon
B. Martin Yam

Observed Trials
Point Standings
AHRMA Vintage
Trials Series
Linnville, OH
Aug. 5

H/W A
B. Rodi Mat
H/W B
L. Stretch Re
A. Tatnik BSA
H/W C
S. Jakubaszek BSA
E. Richardson BSA
RIGID A
S. Martin BSA
D. Mann Tri
RIGID B
M. Hosafros Nor
L/W A
C. Klesh BSA
J. Young Tri
R. Capistrant BSA
L/W B
W. Kleis Tri
K. Hillard BSA
R. Brooks Gre
L/W C
L. Cowie Gre
B. Eaton BSA
R. Ginder Gre
MODERN A
J. Mankey Mon
D. Mankel OSSA
S. Bley Hon
MODERN B
D. Pugh Bul
MODERN C
J. Vansickle Yam
D. Wright Mon
JR
J. Vansickle Yam
B. Martin Yam
M. Vansickle Yam
L. Stretch Mon

Motocross & TT
Gary's Warrior MX
Warrior, AL
Aug. 19
By Gary Ross

JR
Shane Ratcliff Kaw
JR MINI
Shane Stevenson Kaw
SR MINI
Steve Parrish Kaw
Kevin Knight Hon
Kevin Coke Kaw
Kasie Powers Kaw
Jeff Branum Yam
125 C
Peanut Ulrich Suz
Ernie Whitehead Kaw
David Dillard Hon
Kenny Bevis Hon
Steve Courington Kaw
125 B
Dan Lipscomb Hon
Kevin Cozadd Kaw
250 C
Kenny Stowe Suz
Jesse Williamson Hon
Johnny Hembree Kaw
Chip Owens Hon
Kirk Edmunds Kaw
250 B
Brian Robertson Kaw
Doug Hall Kaw
2 YR & OLDER
Joseph Wilson Kaw
Brandon Smith Kaw
Chris Goodwin Suz
Jay McFarland Hon
David Webb Hon
OPEN
Mike Monroe Hon
Joseph Wilson Kaw
Ray Johnson Hon
CASH
Dan Lipscomb Hon
Brian Robertson Kaw
Kevin Cozadd Kaw
Ernie Whitehead Kaw
Mike Monroe Hon
250 2-STK MX
James Coke Kaw
Michael Patton Jr. Hon
250 2-STK TT
Shane Adams Yam
Randy Kiker Hon
Johnathan Nail Hon
Michael Patton Jr. Hon
Ronnie Matson Hon

Motocross
I-40 Race Park
Lenoir City, TN
Aug. 19
By Lorene Sharp

50
Jamie Castleman Yam
Dusty Tindell Yam
Damian Headrick Yam
Robert Smith Yam
Travis Rimmer Yam
80 JR
Jeremy Stinnett Suz
Rodney Stephens Kaw
Byron Robinette Kaw
80 SR
Chris Bault Suz
Steven Robinette Kaw
125 B
Mike Baker Hon
125 C
Doug Chapman Hon
Robert Buchman Hon
Chad Iturbe Hon
Tim Stallings Yam
Doug Carey Suz
250 A
Dwain Miller Kaw
250 B
Billy Adkins Hon
David Lamberth Yam
250 C
Lonnie Abbott Suz
Mike Willard KTM
Grady Jones Cag
OPEN
Neal Capps ATK
Jack Wilkerson Yam
Erick Couch Hon
U/L AM
Guy Jarnigan Yam
Tim Stallings Yam
Darrell Hoover Kaw
Mike Baker Hon
Kenny Russell Kaw
25+
David Lamberth Yam
Greg Kirby Yam
Greg Bergen Yam
Charles Headrick Hon
30+
Lonnie Abbott Suz
Neal Capps ATK
Craig Carey Yam
Guy Jarnigan Yam
Steve Margle Suz
40+
Steve Margle Suz
Eddie Sharp Hon
ENDR
Mike Willard KTM
Kelly McCracken Hon
Barry Riggsbee Kaw
Robin Giles Kaw
Keith Baker Hon

Motocross
Lake Whitney
Cycle Ranch
Whitney, TX
Aug. 19
By Joyce Ladd

50
Brad Roten Yam
Milissa Carmack Yam
60
Tim Roten Kaw
Jimmy Quick Kaw
Michael Brock Yam
80 BEG
Travis Spann Yam
Michael Curler Hon
Richard Winn Kaw
Jason Preston Hon
Matt Pool Hon
80 NOV
Ronnie Sebren Suz
Jeff Long Kaw
Tim Roten Kaw
Richard Ficker Suz
125 BEG
Scott Gould Hon
David Ramey Yam
Chris Shirley Suz
Kevin Blake Hon
Bob McKinney Kaw
125 NOV
Brandon Witzell Hon
Kyle Parks Hon
Lanny Cox II Kaw
Norman Reed
Bobby Bowermaster Suz
125 INT
Charlie Winn Suz
Strip Smith Hon
Jason Matus Hon
Mike Shirley Suz
Frankie Ladd Hon
250 OPEN BEG
Mark Brandt Yam
John C. Foster KTM
Russ Wood Hon
Mark Owens Hon
Tony Watkins Yam
250 NOV
Ronnie Mitchell Cag
Ron Parks Hon
Roger Starnes Kaw
Eric Myysti Hon
250 INT
Jeff Talley Kaw
Fabio Bellesva Hon
Rafael Ruavoba Hon
250 EX
Nicolas Espada Hon
25+
Chris Matus Hon
30+ NOV
David Gillett Hon
Jay King Hon
David King Hon
Gene Ficker Hon
Bryon Robinson Suz
30+ INT
John Bass Yam
30+ EX
Mark Andrews Yam
Skipper Roberts Hon
Ed Hayes Jr. Kaw
Michael Sparks Hon
Steve Starnes Yam
40+
David Kirk Hon
Ron Harris Yam
Monroe Denison Kaw
John Johanson Suz
OPEN
Greg Franks Jawa

Hare Scrambles
Battle Creek MC Club
Battlecreek, MI
Aug. 13

O/A
Eldon Keen
Eddie Keen
Brad Lowe
Mark Know
Robert Roy
OPEN A
Eddie Keen
Rick Kent
Brett Macoy
SR
Clair Parlin
Ken Johnson
Jerry Huver
125
Eldon Keen
Brad Lowe
Mark Knox
250
Robert Roy
Gene Huntoon
Tom Baden
Kevin Kolbus
Paul Simon
4-STRK
Sam Lloyd
Eric Wilhelm
Dennis Sambera
S/SR
David Cleringa
Willard Root
Ted Kilrington
200
Harry McAllister
Will Root
Kirk Tolly
NOV
Rex Boughton
Jason Creech
Jason Psink
Gary Klewiet
Randy Griffith
L/TEAM
Heath Bronkena/
Andrew Retberg
Leonard Keen/
Lenny Keen
Roger Stevens/
Aaron Hunt
H/TEAM
Rodney Benjamin/
Dan Reed
John Korsog/
Scott Luca
Patrick O'Neill/
Don Erickson
Mike Mauer/
Brian Mull
Ron Balzer/
Shawn Erway

Motocross
Lake Whitney
Cycle Ranch
Whitney, TX
Aug. 20
By Joyce Ladd

50
Brad Roten Yam
Cody Braier Yam
Gabriel Torres Yam
60
Tim Roten Kaw
Joe McIntyre Kaw
Bobby Taylor Hon
Jaxson Blake Sullins Hon
80 BEG
Morgan Martin Kaw
Welsey Scholy Kaw
Jordan Jordan Kaw
Michael Curler Hon
Ken Saffin Kaw
80 NOV
Joey Pratt Suz
Andy Weaver Suz
Tim Roten Kaw
80 INT
Brad Woolsey Hon
125 BEG
Bob McKinney Kaw
Scott Gould Hon
C.A. Davis Kaw
Nathan Moore Yam
Patty Kent Yam
125 NOV
Lanny Cox II Kaw
John Lincoln Hon
Brandon Witzel Hon
Brian Younger Yam
Bill Hirstus Yam
125 INT
Jason Krempin Hon
Todd Bates Yam
Joey Hardin Suz
Strip Smith Hon
Russ Murphy Yam
125 EX
Nicolas Espana Hon
Stanley Chomer Hon
250 OPEN BEG
Mark Brandt Yam
Lane Cross Hon
Doug Kallstrom Kaw
Ray Bowden Kaw
Lee Jackson Kaw
250 NOV
Paul Olson Suz
Ronalf Hendrix Yam
Mark Hughes Kaw
John Bass Yam
Mark Eades Hon
250 INT
Dwain Carter Kaw
Jeff Talley Kaw
Joe Jordan Kaw
Rafael Ruavona Hon
Brook Matthews Yam
250 EX
Gary Benton Hon
Niculas Espana Hon
+ 25
Joey Hardin Suz
Joe Jordan Kaw
Gary Watson Yam
Sean Kmack Kaw
Paul Olson Suz
+30 NOV
Gary Watson Yam
Randy Owen KTM
Scott Sabell Yam
Gaston Kearly Hon
Lee Jackson Kaw
+30 INT
Sean Kmack Kaw
Tony Wright Suz
Tommy Pauelka Hon
Tim McCaskill Hon
Lonnie Hale Yam
+30 EX
Johnny Adams Hon
Philip Ramerez Kaw
Steve Starnes Yam
Kevin Horton Hon
Delbert McDonald Hon
+40
Jerry Woolsey Hon
OPEN 500
Michael Sparks Kaw
Randy Owen KTM
Greg Franks Jawa
Lee Jackson Kaw

Short Track
Putnam County Fair
Cookeville, TN
Aug. 23
By Chuck Wilson

50
Andy Street Yam
Richaed Clendenon Yam
Trent Hall Yam
Joe McMorrow Hon
60
Andy Wilson Kaw
Josh Deck Kaw
Nathan McMorrow Yam
80 JR
Andy Wilson Kaw
80 SR
David Wilson Kaw
Bryan Street Kaw
Eugene Conatser Kaw
Brad Jackson Kaw
Dewayne Ashburn Yam
125
Curt Libbey Kaw
Mark Payne Yam
Jerry Tabors Kaw
Brandon Suggs Suz
250
Curt Libbey Kaw
Jeff Kluge Hon
Darrell Hoover Suz
Jeff Boles
Kenneth Phillips Kaw
251-UP
Edgar Parker KTM
Randall Garrett Hon

Motocross
Green's Raceway
Disputanta, VA
Aug. 27
By Caryl Pigg

50
Josh Wood Yam
Cord Whitley Yam
Max Glass Yam
Isha Wood Yam
Megan Glass Yam
60
Josh Wood Kaw
Cord Whitley Kaw
Max Glass Kaw
Travis West Kaw
Ashley Bruce Kaw
JR MINI 80
Ben Stilley Jr. Suz
Ian Fortune Hon
Myles Scarno Suz
Scott Constantine Suz
Ashley Bruce Yam
SR MINI
Robbie Felts Kaw
Shaun Schultz Kaw
Billy Judah Hon
Mark Williams Kaw
Matt Wells Kaw
250 C
John Bastin Hon
Jeffrey Hipshey Kaw
Keith Kerr Hon
Richard Stake Yam
Todd Sethman Yam
250 A
John Winslow Hon
Bob Gerken Hon
Mike Harris Hon
J.J. Dean Hon
Robbie Wakefield Hon
OPEN A
Lance Eubank Kaw
Bob Gerken Hon
Alan Kocotas Hon
Brian Long Hon
Brian Batterson Yam
125 C
George Greer Hon
Kevin Branch Yam
John Abshere Hon
Jeff Rice II Hon
Brian Quarles Yam
125 B
Kalan Bunch Hon
Danny Whitten Cag
Billy Piercy Hon
Brian Nast Kaw
Jason Faulkner Hon
250 B
Danny Whitten Cag
Wayne Curtis Yam
Greg Driscoll Suz
Artie Murph Suz
Ray Smith Hon
25+
Sonny Mitchell Hon
J.J. Dean Hon
Greg Pieper Hon
Dwight Fraser Hon
Bobby Mason Hon
SR 40+
Warren Glass Hon
Dane Clark Kaw
SR 30+
Sonny Mitchell Hon
Brian Batterson Suz
Jeff Brown Yam
Greg Driscoll Suz
Gary Morris Yam
OPEN B
Mike Taylor Hon
Wayne Curtis Yam
Fred Gonzalez Hon
Steve Williams Kaw
James McGreekan Hon
125 A
John Winslow Hon
Billy Marten Hon
Kevin Mustain Kaw
Jamie Frazier Yam
Chris Taylor Hon

Motocross
Edmonson Co. MX
Brownsville, KY
Aug. 19
By Tina Johnson

MINI 60
Brandt Cashion Kaw
Chris Webb Kaw
Brad Cardwell Yam
Josh Donnelson Yam
Brian Cardwell Yam
61-85
Brad Davenport Suz
Randy Gregory Suz
Chris Webb Kaw
DeWayne Spillman Yam
Kevin Sharp Kaw
125 C
Ronnie Ladd Kaw
Jamie Kemp Hon
Jerry Hrdin Kaw
Jeff Ruzanka Hon
Tony Matney Hon
125 B
Jeff May Kaw
Chris French Hon
Eric Vincent Suz
Chad Simons Suz
Jeff Green Yam
125 A
Damon Clay Kaw
Mike Duncan Kaw
126-250 C
John Walpole Yam
James Holesale Kaw
JoJo Isbell Yam
Tony Rion Kaw
Ron Lanham Hon
126-250 B
Kelly Shires Hon
Chris Eaton Yam
DeWayne Doepel Yam
James Bramblett Hon
michael Maxwell Yam
250-OPEN A
Larry Gessner Hon
Jeff May Kaw
SR
Perry Taylor Yam
Kelly Shires Hon
Nathan Kennedy Hon
Ricky Doores Kaw
S/SR
Michael Maxwell Yam
Bob Cashion Yam
Alex Krisher Hon
Lewis Webb Kaw
ENDR
David Gordon Yam
Ricky Doores Kaw
Lewis Webb Kaw
Matt Krisher Hon
OUTLAW
David Weis Suz
Mike Duncan Kaw
Jeff May Kaw
Mark Guy Yam
Damon Clay Kaw

Motocross
Moreland's MX, Inc.
Stanton, MI
Aug. 19
By Michelle Moreland

60
Brett Smith
Nicholas Wey
Nathan Miller
LeRoy Magoon
Matthew Kenyon
80 7-11
Nicholas Wey
Brett Smith
Ahmad Owens
Jimmy Wilson
LeRoy Magoon
80 12-15
Stephen Faber
Adam Martin
Travis Petersen
Jaron Chascsa
80 C
John Avendt
Mike Vandenet
Ryan Lamb
George Colley
Cory Cassle
WDS 30-39
Archie Bryde
Ron Culver
William Harris
William Sponhauer
Terry Wey
WDS 40-49
Doug Hilderbrant
Keith Schiesser
Frank Helms
Keith O'Boyle
Robert Darden
WDS 50+
Owen Hutchins
125 B
Peter Mervis
Paul Dresback
Jason Longstreth
Victor Edgar
Jim Bing
250 B
Brad O'Boyle
Robert Jenema
Brian Humphries
Tom DeQuise
Joel Mesh
125 JR
Kevin Hilderbrant
Patrick Verner
Walt Zaleski
John Imo
VINT A
Thomas Osterman
VINT B
James Godo
125 A
Bobby Mugan
Jay Hoffman
250 A
Tim Dalman
250 OPEN C
Ryan Weatherby
Tom Tenharmsel
Brad Catlin
Ted Baruzzini
Jerry Schray
125 C
Douglas Holdwick
Pete Bengel
Gary Radzick
Tom Bruyvoort
Wayne Levering
OPEN
Kirk Hyde
Chris Hanson
+ 25
Daniel Chapel
Andy Bourn

Motocross
Thunder Valley
Promotions
Lakewood, CO
Aug. 27
By Sheryl Chew

WMN
Moly Bourke Kaw
Pam Nelson Yam
Cynthia Bennett Hon
50
Andrew Short
Russell Tillman
Cody Jensen
Matt Whitmarsh
Paul Conley
P/W NOV
Shane Magrum Kaw
Cory Cochran Kaw
Travis Riley Kaw
Brandon Peterson Kaw
P/W AM
Cory Pearman Kaw
Chris Chew Kaw
J.P. Lytton Kaw
MINI NOV
Shane Bennett Kaw
Denton Shaffer Kaw
Chad Sanger Kaw
Jason Malone Kaw
Damon Shiek Kaw
MINI AM
Bumper Lykins Hon
Jeremy Hinricks Kaw
Paul Magrum Kaw
Jason Gartner Hon
Todd Robertson Kaw
MINI EX
Shawn Morgan Kaw
Alex Neir Kaw
Shawn Malone Kaw
Bear Lynch Kaw
Micah Moyes Kaw
125 NOV
Mark Jenkins Yam
Andy Reyes Cag
Ryan Johnston Hon
Steve Shultz Yam
Webber Arnold Cag
125 AM
Jason Locker Hon
Jason Lockett Kaw
Dave Gonzales Suz
Derrick Matheny Yam
John Russell Kaw
125 PRO
Tim Buchli Yam
Andy Atkins Kaw
Keith Campbell
Gil Murray Kaw
Scott Pulcher Kaw
250 NOV
Robert Hale Yam
Mike Applegate Yam
Eric Preuse Suz
Trevor Dykes Hon
Josh Conley Hon
250 AM
Doug Kelly Hon
Randy Garcia Yam
Dan McMullen Hon
Rhon Martin Hon
Kurt Eichacker Suz
250 PRO
Gorey Cope Suz
Tim Buchli Yam
Gil Murray Kaw
Kip Sandell Yam
Jeremy Middaugh Kaw
OPEN NOV
Larry Cramer Kaw
K.C. Tarpley Hon
Gene Lucas Hon
James Bennett Hon
John Gooden Kaw
OPEN AM
Willie Glover Hon
Brian Thomsen Hon
Kevin Swisher Kaw
Jason Lockett Kaw
Mark Mastin KTM
OPEN PRO
Robert Hanrahan Kaw
Jim Eckert Hon
Kevin Magee Hon
Brian Sharp Hon
Keith Campbell Yam
VET NOV
Craig Vinet Hon
Jim Jacobs Yam
Howard Short Yam
James Wild Yam
Dan Ross KTM
VET B
Berkeley Osborn Hon
Gene Lucus Hon
Mark Anderson Kaw
Don Eckhardt
Pat Leahy Hon
VET A
Jim Eckert Hon
Jeff Thomas Yam
Mike Kappelmann Hon
Bill Nolan Yam
Bruce McGrew Hon
SR NOV
Roger Howe Hon
John Malsam Suz
Charles Johnston ATK
Wayland Britt Hon
SR B
Stan Heffner Yam
Brac Melton Kaw
SR A
Edgar Perriton Hon
Vic Barlish Yam
Vic Ziemer KTM
Byron Wolf Hon
Ben Eckhardt Hon
S/SR
Ken Miller Kaw
Jim Long Yam
Tom Hamm Suz

Motocross
Moreland's MX, Inc.
Stanton, MI
Aug. 26
By Michelle Moreland

60
Nathan Miller
LeRoy Magoon
80 7-11
Ahmad Owens
Steven Sweet
LeRoy Magoon
Justin Smith
Kenn Burrows
80 12-15
Stephen Faber
Shawn Castle
Adam Martin
David Horvath
Tim Luczak
125 JR
Tony Bauer
John Imo
Kevin Hilderbrant
Walter Zaleski
80 C
Ryan Lamb
Todd Hart
Ryan Liker
Corey Cassle
Ryan Damm
WDS JR
Archie Bryde
Ron Culver
William Harris
Mike Deskin
William Sponhauer
WDS 40-49
Keith Schiesser
Ronald Sage
Doug Hilderbrant
William Estill
Neal Humphries
WDS 50+
Owen Huchins
Robert Brown
125 A
Jay Hoffman
Brad Kress
125 B
Paul Dresback
Jeremy Shellnut
Joe Swartz
Steve Faber
Walt Zaleski
125 C
Steve Nowik
John Imo
Frank Marracco
Doug Uruggink
Chad Lemmen
250 B
Jeremy Shellnut
Tom Dequise
Joel Mesh
Duane Hoffer
Jason Bigelow
250 OPEN C
Lee Anderson
Kevin Marks
Tom Tenharmsel
Brad Catlin
William Neros
+25
Ernie Horvath
OPEN
Archie Bryde
Ron Pentecost
Von Voelkeb
Mark Petersen
Kelly Keynstra

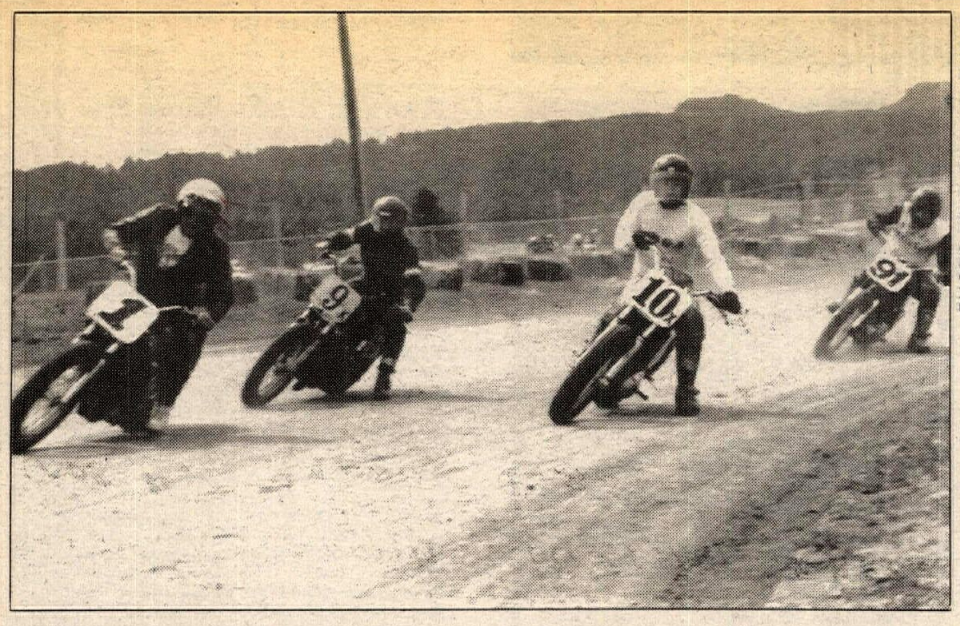

PHOTO BY SUSAN LEUTHOLD

Dennis Kannenberg (1) and Al Burke (91) finished the Grudge Match in a dead heat at the Sturgis Vintage Half Mile.

Sturgis Vintage HM too close to call

By Susan Leuthold

STURGIS, SD, AUG. 9&11

Al Burke and Dennis Kannenberg failed to settle an old score as they raced to a dead heat at the Sturgis Vintage Half Mile.

A Grudge Match was held pitting Marlin "Thunder" Klunder on a 1969 Triumph, Burke on a 1957 KR Harley-Davidson, Johnny Isaacs on a 1972 BSA and Kannenberg on a 1938 Indian. These riders were rivals in the prime of their flat-track careers and this match gave them the chance to settle an old score. Klunder shot around the pack on the high groove to take the lead in turn one. Burke followed closely in second place, with Kannenberg a bike length behind. Burke and Kannenberg both motored underneath Klunder, with Burke taking the lead in turn three. At the end of the third lap, Burke, Kannenberg and Klunder crossed the start/finish line three abreast with Klunder pulling away to lead into the first corner and Kannenberg less than a wheel behind. Burke and Kannenberg were able to pass on lap five with Burke in the lead until the white-flag lap. Isaacs came from nowhere on the back straight to briefly take the lead only to go high in the last corner and be repassed by Burke and Kannenberg, who raced to a dead heat at the finish line, followed closely by Isaacs and Klunder. Race officials were unable to call a winner causing semi-friendly debates between the Harley and Indian factions.

The 12 fastest riders lined up for the Over 40 Open main event. Fifty-eight-year-old Danny Deubler was the first one into the first turn, only to be passed by Johnny Isaacs in turn two. Norman Lehfeldt followed on Deubler's rear wheel for third position. Deubler fought back to regain first on lap three only to be passed again by Isaacs on lap four. There were numerous lead changes in laps five, six and seven as Deubler and Isaacs battled back and forth.

Deubler led into the first coner of the last lap and through the second corner with Isaacs on his rear wheel. Isaacs used the draft to good advantage as he was able to pass Deubler in corner three to gain a slight advantage which he carried on to the checkered flag.

The second day of racing brought more entrants and a larger crowd. Al Nesshoeffer grabbed an immediate lead in the 500cc A main event, until lap three when Marty Beug slid underneath in turn one to take over first place. Beug's lead was short-lived as Nesshoeffer passed on lap four to take over the top spot which he held until the finish. Beug was second, and Gary Pettis took a close third.

The Open A main saw "Stormin' " Norman Lehfeldt first into turn one followed closely by Tom Robertson and Gary Pettis less than a bike length behind. These positions held until the third lap when Pettis powered under Robertson to take over second position. Larry Erickson pressured Pettis, but to no avail. At the checkered flag, Lehfeldt took an uncontested win, followed by Pettis in second, Erickson in third and Robertson fourth.

After the race, a meeting was held and plans were made for the 1990 Rally Vintage Race Schedule, and it was announced that Sturgis will host a National Vintage Half Mile and a National Vintage TT during the 50th Annual Black Hills Motorcycle Rally and Races.

Results

WEDNESDAY

500: 1. Johnny Isaacs (BSA); 2. Dan Deubler (Bul); 3. Beno Rodi (BSA); 4. Martin Beug (Duc); 5. Ron Stone (Tri).

OPEN: 1. Marlin Klunder (Nor); 2. Gary Pettis (Yam); 3. William Burr (BSA); 4. Beno Rodi (Nor); 5. Bill Hoh (BSA).

GRUDGE MATCH 1: 1. Al Burke (H-D); 2. Dennis Kannenberg (Ind); 3. Johnny Isaacs (BSA); 4. Marlin Klunder (Tri).

OVER 40: 1. Johnny Isaacs (BSA); 2. Norman Lehfledt (BSA); 3. Gary Pettis (Yam); 4. Tom Robertson (Tri); 5. Beno Rodi (BSA).

GRUDGE MATCH 2: 1. Al Burke (H-D); 2. Marlin Klunder (Tri); 3. Johnny Isaacs (BSA).

FRIDAY

500 A: 1. Al Nesshoefer (BSA); 2. Martin Beug (BSA); 3. Jerry Pettis (Duc); 4. Ron Stone (Tri).

500 B: 1. Randy Feldhaus (BSA); 2. Johnny Isaacs (BSA); 3. Paul Hewlitt (Hon).

OPEN A: 1. Norman Lehfeldt (BSA); 2. Gary Pettis (Yam); 3. Larry Erickson (Tri); 4. Tom Robertson (Nor); 5. Don Hoff (Yam).

OPEN B: 1. Mark Gibson (BSA); 2. William Burr (BSA); 3. Randy Feldhaus (BSA).

GRUDGE MATCH 1: 1. Johnny Isaacs (BSA); 2. Al Burke (H-D); 3. Dennis Kannenberg (Ind); 4. Marlin Klunder (Tri).

OVER 40: 1. Norman Lehfledt (BSA); 2. Johnny Isaacs (BSA); 3. Paul Hewlitt (Hon); 4. Gary Pettis (Yam); 5. Bill Hoh (BSA).

GRUDGE MATCH 2: 1. Al Nesshoeffer (BSA); 2. Dennis Kannenberg (BSA) 3. Al Burke (H-D); 4. Marlin Klunder (Nor).

Hilgenberg hauls to Outlaw GP win

By David Procida

PERRIS, CA, AUG. 6

Matt Hilgenberg took his 1974 Bultaco Pursang to a class win in the Vintage Iron class in the Outlaw GP at Perris Raceway.

When the flag fell to start the first moto, it was Greg Robertson on a CZ leading the pack. Close behind Robertson was Hilgenberg and James Beville. Louis Brecheen had his CZ on the gas and was only a couple of bike lengths behind the lead trio. Hilgenberg dogged the CZ rider in every corner and pulled alongside Robertson on the main straightaway, but the CZ pilot had the inside line and the lead for the first lap. Halfway through lap two, Robertson went wide and Hilgenberg slipped by for the lead. Lee Fabry and Brecheen had a dice going for third but moving up through the pack was Chuck McConnell on an old Husky. McConnell was being chased by Gary Moore on a B50 MX BSA four-stroke.

Brecheen closed in on the top riders as they entered lapped traffic and was on the rear of Robertson. As the riders came over a jump, two slower riders were on the downside of the jump. Robertson managed to avoid the riders, but Brecheen clipped the rear tire of one of the back markers, going down hard and knocking the wind out of himself.

Up at the front, Hilgenberg enjoyed a comfortable lead and was styling off the jumps for the spectators. A short distance behind McConnell occupied second as Robertson dropped off the pace and had the company of Ron Alrich and Moore.

McConnell pushed hard in an effort to close the gap on Hilgenberg, but time ran out and Hilgenberg took the win with distance to spare, followed by McConnell, Robertson, Aldrich and Moore. ●

Results

125 BEG: 1. Roy Bremenour; 2. Frank Beach; 3. Matt Roger; 4. Michael Pass; 5. Remy Pamintuan.

250 BEG: 1. Morgan Steele; 2. David Boucher; 3. Shane Stanley; 4. Tim McAdams; 5. Chad McIntosh.

OPEN BEG; 1. Keith Brown; 2. Terry Volland; 3. Chris Scott; 4. Wilson Lewis.

125 NOV: 1. Brian Ross; 2. Jason Simmons.

250 NOV: 1. Phillip Wurster; 2. Mike Giem; 3. Matt Wyckoff; 4. Jeff Rands; 5. Jeff Haas.

OPEN NOV: 1. Karl Allen.

125 INT: 1. Jeff Ratzloff.

250 INT: 1. Tony Qualls; 2. Ken Neitzel.

OPEN INT: 1. John Anderson.

125 PRO: 1. Todd Nelson.

250 PRO: 1. Dunn Voyer.

OPEN PRO: 1. Micky Dymond.

80 BEG: 1. Fred Ogrim; 2. Justin Luszozvk; 3. Toby May; 4. Stephen Cox; 5. Eric Anderson.

80 NOV: 1. Shawn O'Brien; 2. Aaron Wasnea; 3. Paul Gilmartin; 4. Tracy Asher.

WMN NOV: 1. Chrissi Smith; 2. Joy Ames.

WMN INT: 1. Lori Hedstrom.

125 VINT: 1. Rod Kirkbride; 2. Thom Kuhns; 3. Lee Fabry; 4. Kelly Cole.

OPEN VING: 1. Matt Hilgenberg; 2. Chuck McConnell; 3. Greg Robertson; 4. Ron Aldrich; 5. Gary Moore.

JR VET BEG: 1. Jim Mangold; 2. Bob Michael; 3. Bonnie Warch; 4. Mike Cousimano; 5. Kelly Lawson.

JR VET NOV: 1. Terry Varner.

JR VET INT: 1. Karl Allen.

JR VET EX: 1. Bill Saltman.

VET BEG: 1. Robert WWyckoff; 2. Bob Breach; 3. Mark Boehm; 4. Corey Pickrell; 5. Chuck Olive.

VET NOV: 1. Greg Benton; 2. Kelly Myers Jr.; 3. C.R. Brunson; 4. Roy Pisarski; 5. Dennis Burns.

VET INT: 1. Randy Tittlemier; 2. Charlie Strong; 3. Bobby Hudson; 4. Mike Rochester; 5. Randy Anderson.

VET EX: 1. Tracy Hrach; 2. Randy Rodriguez; 3. Austin Haydis; 4. Jeff Lambson.

SR BEG: 1. Larry Kirsch; 2. John Flanders.

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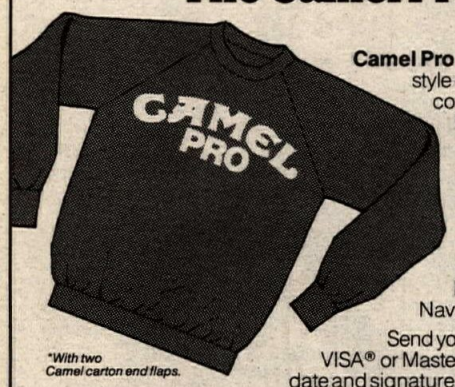

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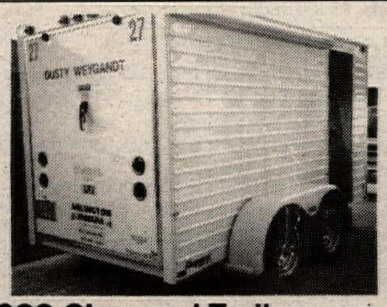

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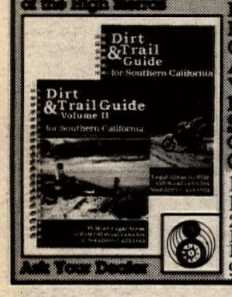

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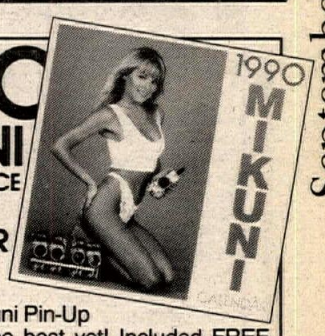

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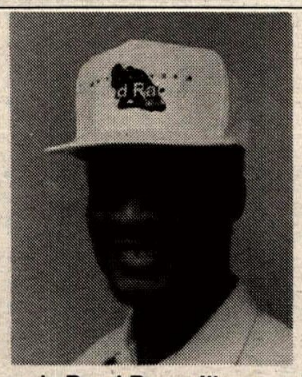

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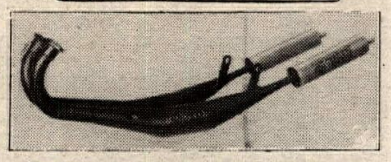

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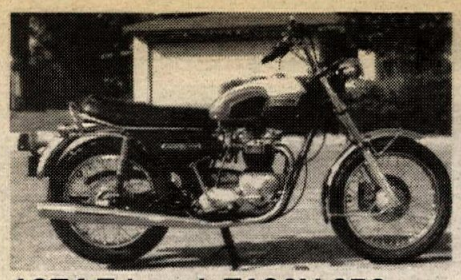

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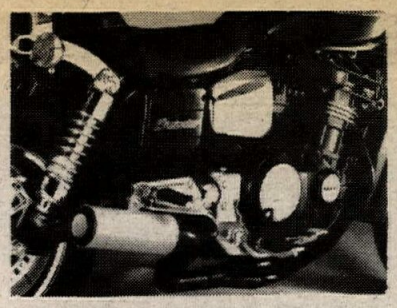

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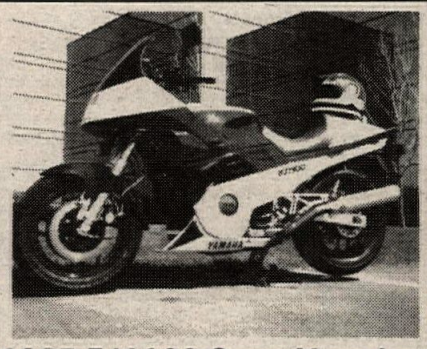

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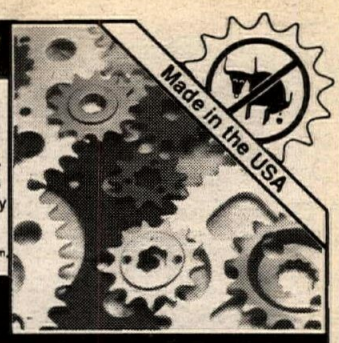

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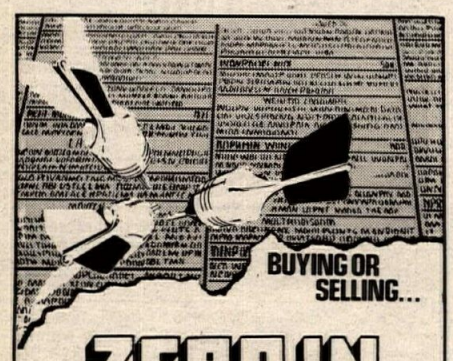

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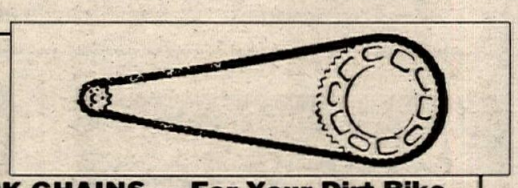

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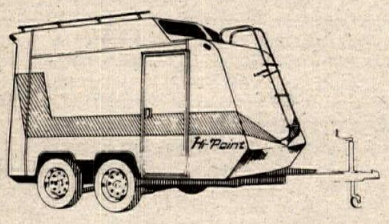

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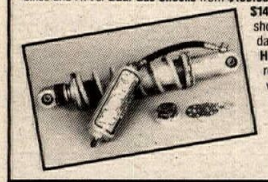

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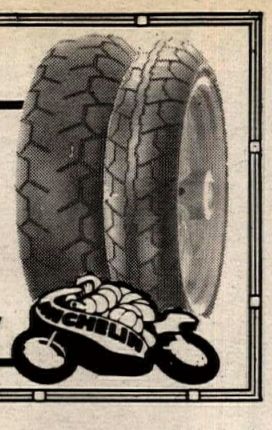

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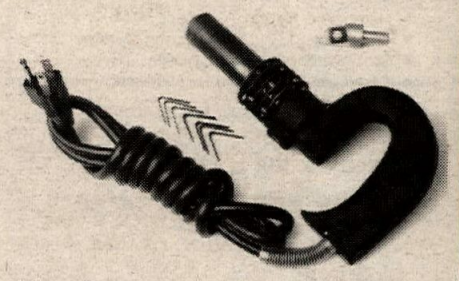

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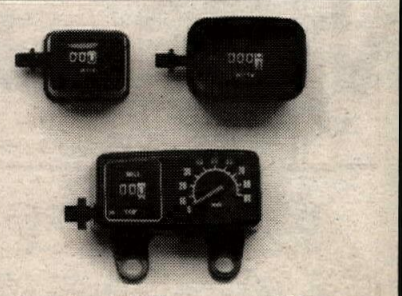

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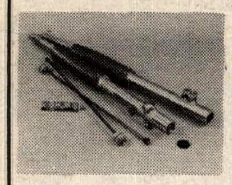

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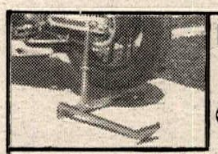

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In the WIND

BY PAPA WEALEY

(Continued from page 4)

as well as a phenomenal reliability record) seem to have been forgotten as paddock chit-chat centers on personality clashes with the autocratic Ago. Since these include not only falling out with Lawson, but also hastening Graeme Crosby into premature retirement, there is plenty to talk about.

Juan Garriga, who performed well on the Cagiva 500 in 1986, is the latest name on the possible 500cc list with Ago, while new 125cc World Champion Alex Criville is a possible Cadalora replacement on a 250. Criville already runs in Marlboro colors. And, like Gardner, Kevin Schwantz — currently the fastest man in the 500cc class — is being wooed by Agostini.

Australian Kevin Magee was one of four riders due to test Cagiva's GP bike at Rijeka in Yugoslavia after the Czech GP, as a possible teammate or even replacement for Randy Mamola. Also slated for the test session were British veteran Ron Haslam, 18-year-old Brazilian Alexandre Barros, the top 250cc privateer at Brno, and British-born American Allan Scott, who was 10th in the 125cc championship on a Honda.

Magee's future with the Kenny Roberts' Lucky Strike Yamaha team is uncertain, because Roberts has already agreed to terms (understood to be on the generous side) with Wayne Rainey, and also hopes to bring John Kocinski into GP racing, probably on a 250. Budget restrictions may limit him to two riders, and Magee is third on the list. Regarding the Cagiva test, Magee said, "They fixed it up with Kenny (Roberts), but as far as I'm concerned it's only a test, and Cagiva is one of a number of teams on the table. If it's possible, I'd prefer to stay with Kenny on the Lucky Strike team."

The September 17 Brazilian GP faced the threat of cancellation yet again in the weeks leading up to the Czech GP, after it was discovered that more organizational mess-ups had allowed block air-freight, hotel, and other crucial bookings to lapse. IRRTA was obliged to switch their full attention to salvaging the operation. FIM road race commission boss Jo Zegwaard planned a press conference at Brno, but when the Brazilian organizer Tambucci declined to be present, Zegwaard called it off. "I'm not going to carry the can for Tambucci," he said. The GP will go ahead as scheduled, by the skin of its teeth — and the reason is more than the desire to give the mechanics a year-end party to remember. Next year's Brazilian GP is earmarked to run at Rio, to be run by Bernie Ecclestone, racing's current *eminence grise*. If this year's Brazilian GP were allowed to collapse of its own accord (as it surely would without outside assistance), the FIM regulations stipulate that the 1990 Brazilian GP would also automatically be cancelled.

The 22nd Invitational Le Cercle Concours d'Elegance will be held Sunday, September 24, at the West Los Angeles Veteran's Administration Grounds. The event, which benefits the Eddie Cantor Charitable Foundation for Cancer Research at the John Wayne Cancer Clinic, features automobiles but is open to motorcycles built in 1975 or earlier. For more information or an entry form, call Jerry Fields at 213/273-1177.

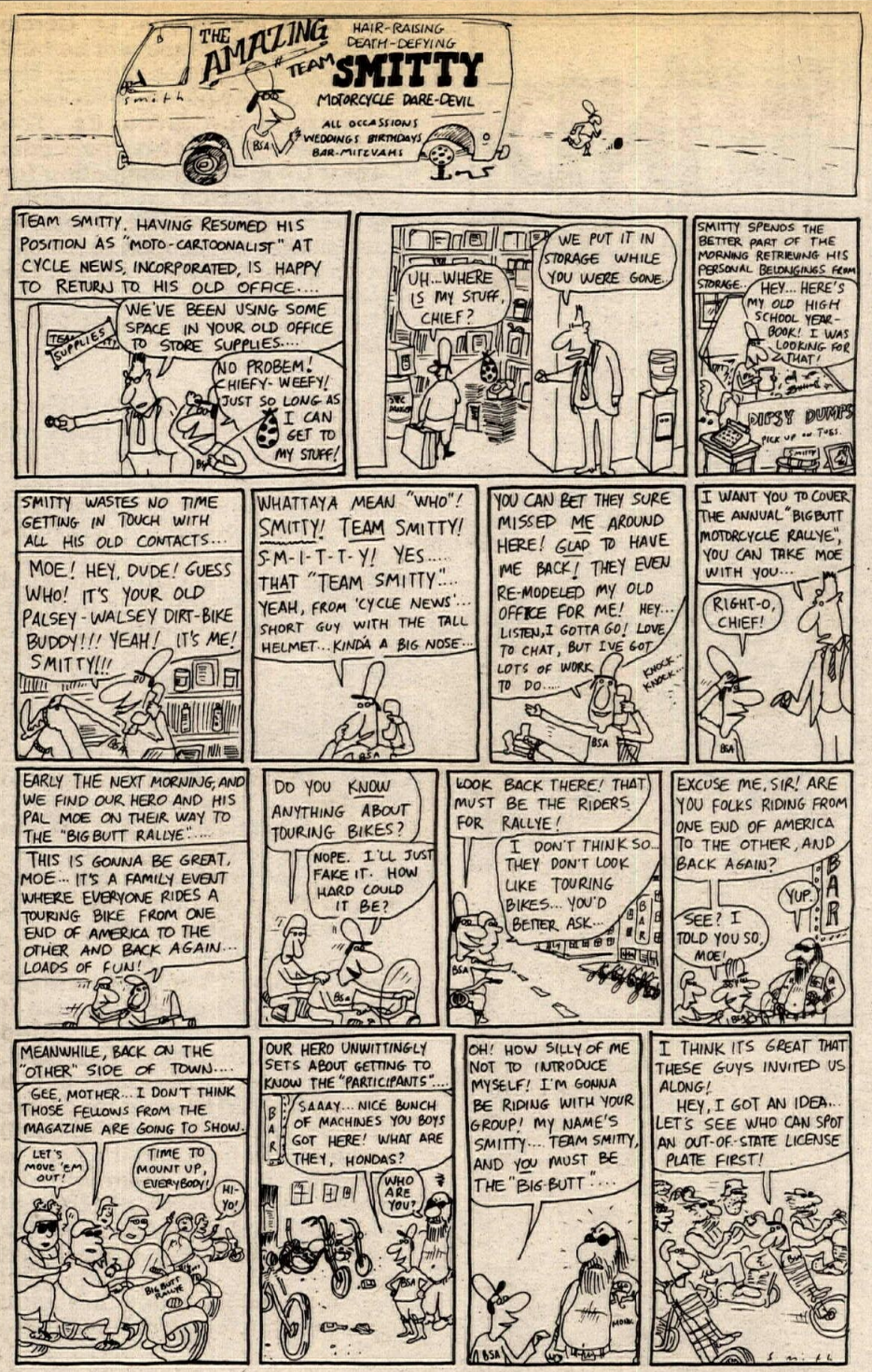
A meeting between top Pro Twins Modified Production road racers and AMA officials was held prior to the September 3 AMA National at Heartland Park Topeka in Kansas. The meeting was in regards to next year's rule book for the Modified Production class. The majority of the Mod Prod class is up in arms over the domination shown by the the Two Brothers Racing effort and their tricked-out Honda Hawk, and many say they will quit the class if the rules aren't changed to disallow modifications such as titanium rods, etc. "Reno (Leoni) wants it box stock so the Ducati 851s will dominate, (Craig) Shambaugh wants weight restrictions so his F-1 will be competitive, and we want it left alone because we're winning," said Craig Erion following the meeting.

Case in point: "I will race the GP (Pro Twins GP) class next year if the rules stay the same," Mod Prod competitor Pablo Real said. "They (Two Brothers) have a factory team. The only mechanic here is myself. Reno (Leoni) doesn't have time and it's hard to compete against a team with 10 people. It would be different if their bike was bone stock. I think next year they (the Erions) will race alone. It will be some local guy and them. They are club racing with a factory bike."

AMA/Castrol 250cc Grand Prix Championship runner-up Richard Oliver is still unsure of his plans for 1990. "Randy Mamola Racing (the team he raced for this season) is at the top of my list if I can't go to Europe," Oliver said in Kansas on September 3. "I'm looking at my options now. It could be Superbike or even 125 GPs. I'll pick the best one for the benefit of everybody." Oliver is hoping his plans will take him and his mechanic/wife Karen to Europe. "We have no ties here other than family, and they are as enthusiastic as we are."

There is a good chance there will be a John Lassak Racing team competing in the AMA/Castrol 250cc Grand Prix Series again in 1990. "Hopefully, we'll have Robbie (Petersen) and (Miguel) DuHamel," Lassak said at the Heartland Park Topeka event. "We've got three Yamahas on order. A lot depends on what HRC decides to do with DuHamel. But it looks like Robbie will be back for sure right now." Petersen finished second in Topeka behind John Kocinski.

Among Robbie Petersen's plans for 1990 are a more thorough attack on the 600cc Supersport title. "Next year, I want to come back and do a proper job of it," said Petersen at the Topeka, Kansas, National. "This bike (his Supersport-class Yamaha FZR600) is too slow; the top end's never even been off of it. Frank (Klementich, his teammate on the Team OTS endurance bike) says you can get another seven horsepower



easy. I'm lapping one-and-a-half-seconds faster on the endurance bike (another FZR600) than this one."

The new Heartland Park Topeka facility in Kansas drew rave reviews from racers during the first-ever motorcycle race at the circuit on September 3. In addition to the excellent race track, riders were impressed with the work of the facilities public relations director Tristian Lewis and his crew. "I was here Monday and we must have done four or five TV interviews and radio spots," 250cc GP competitor Robbie Petersen said. "They're really trying hard. It's good to see." Also impressed was newly-crowned Superbike Champion Jamie James, who said, "This is by far the best media coverage we've had all year." The race was featured daily on the front page of the Kansas City Times sports section, getting out-headlined by only the Kansas City Royals, who are battling for first place in the American League West.

Attendance for the first-ever Heartland Park Topeka AMA National was an estimated 3000 on Friday, 8000 on Saturday and 10,000 on Sunday, for a three-day total of 21,000. "It's a bit less than our goal of 25,000, but we're happy with it," said Heartland Park Topeka's Tristian Lewis.

Newly-crowned AMA/Circle Bell Pro Twins Grand Prix Champion Randy Renfrow is hoping to contest the Superbike National Championship in 1990. "I want to race again," Renfrow said after winning the championship in Kansas. "I'll look at anything that looks like a good deal, but preferably I'll race Superbikes if I stay in the U.S." If Renfrow were to win the 1990 Superbike National Championship, it would be his fourth different class title, following on the heels of his 250cc, F-1 and now Pro Twins GP championships.

Road racer Scott Russell tested a 250cc GP bike recently in Rijeka, Yugoslavia, but it looks like the Georgian will spend another year in the Yoshimura Suzuki camp. "I've got a two-year contract with Yoshimura," Russell said after finishing second in the Heartland Park Topeka Superbike National. "I'll probably be back here next year, racing in the heartland (pun intentional)." Russell will likely be joined again by current teammate Jamie James, who also just completed the first year of a two-year contract.

Motocrosser Todd Pruett suffered severe head injuries in an accident at Lincoln Trail Motorsports Park in Casey, Illinois, September 3. According to a close friend of Pruett's, he was admitted to Carle Hospital in Champagne, Illinois, and is in the Intensive Care Unit in critical condition. Cards and letters can be sent to 1720 Christine, St. Charles, MO 63303.

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